

QUINCY CENTER DISTRICT

URBAN REVITALIZATION AND DEVELOPMENT PLAN

An Urban Renewal Plan for the

QUINCY CENTER URBAN REVITALIZATION DISTRICT

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ATTACHMENTS

URDP required documents

- A. Project Area Land Owner Information
- B. Evidence of Public Hearing
- C. Findings of Quincy Planning Board
- D. City Council Approval
- E. Mayor's Adoption of Quincy Planning Board Findings and City Council Approval
- F. Special Counsel Opinion
- G. Citizen Participation – Urban Revitalization District

City of Quincy relevant documentation

- H. Chapter 898 of the Acts of 1973
- I. Charles G. Hilgenhurst & Assoc. – Quincy Center Development Plan, 1973
- J. Sasaki Downtown Action Plan, 1996
- K. Rizzo Assoc. - Downtown Quincy Parking Study, 2005
- L. Quincy Center District Design Guidelines, 2005
- M. Quincy Downtown Vision, Framework and Strategy, 2006
- N. Rizzo Assoc. - Town Brook Drainage Assessment, 2006
- O. Quincy Center URDP – Urban renewal Relocation Plan, 2007

EXECUTIVE SUMMARY

I. INTRODUCTION

It is with great anticipation that the City of Quincy adopts this Quincy Center District Urban Revitalization and Development Plan (URDP) for a significant portion (55 acres) of the larger Quincy Center (113 acres). Historically, Quincy Center was the heart of retail, shopping and commercial activities for the Quincy area and was known as “Shoppers Town USA” at the peak of its commercial success. But after the 1950s, the area saw a steady decline with the growth of new suburban destinations and a trend of disinvestments in downtown main-streets. New development has occurred in portions of the larger Quincy Center, but very little of this new development has occurred in the URD portion of downtown. Therefore, the City has concluded that the ordinary operations of private enterprise, without public investment, will not redevelop the URD and make the area a significant destination. The purpose of this URDP is to set forth a series of City initiatives intended to stimulate private investment and to restore the URD and enhance Quincy Center as a vibrant downtown area.

Over the last thirty-five years, numerous efforts by the City, including the 1973 “Quincy Center Development Plan”, sought to revitalize this area and return its historic vitality as a commercial center. But antiquated zoning laws and a lacking market made these efforts only partially successful. In fact, many of the problems identified in the 1973 plan still exist today because most of its recommendations were never enacted. For example, the 1973 plan identified the need for additional open space and pedestrian amenities to attract new residents and businesses. Other strategies for revitalization included parcel assembly, redevelopment of the Hancock Lot parking area, preservation of historic resources and a simplified regulatory system.

These recommendations are still relevant today. Unfortunately, during the last thirty-five years, only three new developments – the Shop & Stop building and garage, the Presidents Place development and the Quincy Fire and Mutual Building expansion, have occurred in or adjacent to the Quincy Center URD. Of these projects, two were supported by public initiatives through the Community Development Action Grant (CDAG) Program (Stop & Shop building/garage) and Urban Renewal (Presidents Place). Therefore, a more aggressive approach is needed to effect genuine change in the URD.

The most recent effort to revitalize Quincy Center was initiated by Mayor William J. Phelan in January 2003. In his mid-term address, Mayor Phelan expressed his intention to take positive steps to rekindle downtown revitalization. In May of that same year, he created the “Quincy Downtown Redevelopment Committee” that brought together business, civic and community leaders to think creatively about how downtown could be transformed into a thriving, mixed-use, retail-oriented center. Concurrently, the City hired the urban design firm Goody Clancy & Associates to work with the Committee on preparing a community-based planning process to guide future development. The results of these efforts, including a public workshop held at Quincy High School in April 2004, were published by *The Patriot Ledger* in a three-part report called “City Smarts”, that served as an information and education tool for the wider community. Based partly on the input from the community engagement process, the City undertook a major rezoning effort and established two new zoning districts in 2005, as described in detail below. Significantly, the City also became one of the first communities in Massachusetts to

adopt a District Improvement Financing (DIF) Plan that will lead to a financing mechanism to fund major public infrastructure projects in downtown. The presence of a DIF District is vital to the City's current downtown revitalization strategy as it establishes a funding mechanism, using new tax growth, that was not part of past revitalization efforts.

Building on the success of rezoning downtown and enacting a DIF District, the public participation process continued in 2005 with the City holding a second community workshop aimed at building a public consensus on downtown revitalization. The City continued its relationship with the urban planning firm Goody Clancy & Associates who took the input from community workshops on downtown revitalization and produced the "Quincy Downtown Vision, Framework and Strategy" plan (Downtown Vision Plan) completed in August 2006. The study identifies a series of critical redevelopment opportunities throughout Quincy Center and identifies pivotal initiatives that are keys to unlocking Quincy Center's revitalization potential.

The 'Civic Strategy' described in the Vision Plan calls for the City to:

- Consider enacting an Urban Redevelopment District
- Revise downtown zoning with Design Guidelines
- Create a DIF District
- Market the downtown's history and cultural amenities
- Improve public infrastructure
- Improve downtown transportation and parking facilities
- Support strategic redevelopment opportunities
- Enhance Quincy Center Gateways

Using the Quincy Downtown Vision, Framework and Strategy as a guide, the City has embarked on a series of initiatives to establish the policy and regulatory process for redevelopment as well as set forth a series of public improvements that together with private investment will transform Quincy Center into a thriving 21st Century City.

Key Policy and Regulatory Initiatives include:

New Zoning for Quincy Center:

On February 22, 2005, by Order No. 2005-037, the Quincy City Council adopted new zoning for Quincy Center to attract new transit-oriented mixed-use development and channel it towards underutilized sites within the Center. This new zoning created two new Zoning Districts (the "Quincy Center Districts") that allow for mixed-use development by-right, which encourages first floor retail, higher density development on larger lots with increased height limits (10-15 stories), and more flexible parking and setback requirements. The new ordinance also requires a special permit for all new developments and any significant building renovations while establishing the Planning Board as the Special Permit Granting Authority, ensuring a coordinated and comprehensive review for all projects.

The City also adopted "Quincy Center District Design Guidelines," prepared by Goody Clancy in November 2005, to support the new Zoning Code and ensure that new development is compatible with existing buildings and respects surrounding historic resources.

Adoption of District Improvement Financing Plan:

In May 2005, by Order No. 2005-077, the Quincy City Council adopted a District Improvement Financing (DIF) Plan for Quincy Center. On May 31, 2005 the Economic Assistance Coordinating Council (EACC) approved the DIF District and DIF Program for Quincy Center and authorized the City to proceed with the development of the Quincy Center District Improvement Financing Development Program. The Program details specific actions for the District, including plans for specific public improvements to be undertaken and the means to finance them.

Unlike other DIF Districts in the state and around the country, Quincy does not have a significant development proposal in hand to calculate the necessary new tax revenue and public improvement costs needed to develop a DIF financing strategy. As such, the City has used the time since initial EACC approval to examine the development scenarios identified in the Downtown Vision Plan to reach a consensus on the likely initial redevelopment in Quincy Center and what public improvement investments need to be initiated to support the private investment. The actions and analysis identified in this URD plan and the DIF plan reflect the efforts made by City officials and urban/economic consultants hired by the City to establish a series of public improvements necessary to entice private investment and what impact will private investment have.

The City anticipates seeking both local and state approval for the Quincy Center District Improvement Financing Development Program and the Quincy Center Urban Revitalization District Plan in the spring/summer of 2007.

Designation of Part of Quincy Center District as an Urban Renewal Area:

This URDP is the third and most recent component in the City's downtown revitalization efforts. This URDP complements the DIF Plan by examining further the condition of the traditional commercial zone most likely to see the greatest private investment known in this plan as the "Project Area", and to set forth a public strategy that will lead to private redevelopment. The cornerstone of the City's plan will be the disposition of two City-owned sites, which are currently being used for parking, to a private entity for redevelopment that will lead to the redevelopment of adjacent parcels. Other actions identified in the plan include the ability to assemble parcels for development, invest in roadway and public space improvements, and the ability to designate a developer.

II. SUMMARY OF THE URDP

This URDP establishes the Quincy Center Urban Revitalization District (the "Project Area"), a 55-acre urban renewal area, comprising a portion of the new Quincy Center District. It identifies two large City-owned parcels, the Hancock Parking Lot and the Ross Garage, that the City will dispose of to stimulate private redevelopment. This plan will also give the City the ability to negotiate directly with potential developers for the redevelopment of these parcels, and will also provide a mechanism for acquiring select parcels necessary to accomplish redevelopment objectives. Finally, it identifies certain public actions necessary to make the Quincy Center URD a more pedestrian-friendly area, with streetscape improvements, new open space elements and traffic calming measures at key intersections. The Plan embodies the principals of the Downtown Vision Plan and has received critical input from a citizens advisory committee created to ensure that the public's vision for the downtown, first formulated during the community workshops, is carried through to this URDP.

The following is a brief description of information compiled in the URDP, necessary to assist private investors in understanding the City's work with the community and to realize goals, objectives and requirements for development in the Project Area.

A. Eligibility as an Urban Renewal Area

The Project Area meets many of the requirements necessary to qualify as an urban renewal area, based on Mass. Gen. L. c. 121B ("Chapter 121B") regulations and suffers from numerous deficiencies that have deterred new development over the past few decades. Though located in the heart of Downtown, the Project Area is highly underutilized, with almost 34% of the land either vacant or used for parking. Additionally, over 80% of existing buildings within the Project Area are over 40 years old, discouraging the relocation of new commercial uses to Quincy Center. Parcels within the Project Area are narrow and irregularly shaped, reflecting old development patterns. Hence, private developers have to assemble land in order to construct viable developments.

In addition to the land usage and building stock, the Project Area also faces challenges in vehicular and pedestrian circulation. Heavy congestion and an intricate confusing road network dissuade shoppers and tourists. Though served by the Quincy Center MBTA Station, pedestrian connectivity is poor and numerous intersections have conflicts with vehicles. Some sidewalks and crosswalks are in disrepair.

One of the biggest challenges suffered by the Project Area is that it lacks a 'sense of place' that is essential to encourage a vibrant mixed-use downtown. There are no significant open spaces or public areas to serve current and future residents and employees. While the Project Area has many unique and historic buildings, they are disconnected and difficult to access. There is a clear opportunity to expand on public spaces and open up vistas to benefit these historic buildings.

B. Need for Public Action

As described in the introductory section, Quincy Center has steadily declined from a thriving hub of commerce to a struggling commercial area over the past few decades. Over the years, attempts for revitalization have met with only partial success. Previous strategies used the "spot change" fragmented approach, assuming a single investment was all that was needed to stimulate downtown revitalization. Now, with appropriate zoning in place, a financing mechanism in place, and a huge appetite for change, the City is in position to concentrate on an overall area-wide public strategy that will lead to considerable private investment in the downtown. With this approach, the long-standing perceptions that locals, neighboring communities, and visitors have of Quincy Center will quickly be dismantled and a vision of a vibrant new mixed-use center will begin to come into view. Not a step back to the 1950's version when Quincy Center was known as "Shoppers Town USA", but rather a look forward to a new 21st Century urban renaissance.

One of the Project Area's major anchors, the Stop & Shop Supermarket Company headquarters, has outgrown its existing building and needs to expand its office space in order to add new employees to the area. Existing traffic congestion, parking constraints, and a lack of appropriate development parcels may force the company to relocate its operations outside of Quincy Center. This will greatly impede the area's economic vitality, removing 1,000 workers from Quincy Center. The Stop & Shop

Supermarket Company has expressed its desire to remain in Quincy Center, however, they have stated their reluctance to invest in new office space without a commitment from the City to improve the overall downtown. Hence, public actions are necessary to assemble development sites, improve roadway and pedestrian connectivity, and enhance public spaces throughout the downtown to retain Shop & Stop Supermarket Company headquarters in Quincy Center.

The City's targeted redevelopment of the Hancock Parking Lot and Ross Garage are hindered by the deficiencies in parcel assemblage and infrastructure. Both parcels have poor access and frontage that are critical elements for retail and residential development. Public action is necessary to link these parcels to adjacent roadways, provide pedestrian connections to transit and the rest of downtown, and to assemble parcels to make development feasible on these parcels.

Public action will also be critical in improving the overall aesthetics of the Project Area through a series of parks and streetscape improvements. Improving the look and feel of downtown is an important principal that has come out of the public participation process and is an important element of the City's overall revitalization strategy. In the words of Ann Calvert, a planner in Minneapolis, Minnesota, "Parks and amenities change people's perceptions and so are important development tools. Wherever park improvements were made, development followed." Through this Urban Revitalization Plan and the larger DIF Plan, the City will devise an overall uniformed streetscape strategy that will allow for the marketing of the district as a destination spot and will target specific areas in the downtown for public space improvements.

The City's initial investment will be the Adams Green project proposed by this URDP. The new public space will link three historic landmarks within the area, improve pedestrian connections to and from the Quincy Center MBTA Station to the rest of the downtown and provide a premier public space component within this high-density activity center.

C. Proposed URDP Actions

The URDP incorporates recommendations for new development, open space and infrastructure improvements. These actions are aimed at initiating economic development on City-owned sites, thereby prompting growth in the surrounding downtown area. As described above, two major City-owned assets are located in the Project Area, the Hancock Parking Lot and the Ross Garage. The redevelopment of these two parcels will serve as the catalyst for the revitalization of the Quincy Center URD, as they are large enough to provide significant value to a developer interested in bringing first class retail/housing/office space to downtown Quincy. Therefore, the City's primary urban renewal action is to make these parcels available for private redevelopment.

Disposition of Hancock Parking Lot

The Hancock Parking Lot is a five-acre site currently used for surface parking of approximately 525 cars. It is greatly underutilized and provides an opportunity for significant new mixed-use development in the heart of downtown. With the construction of the Concourse (which is a new east-west connector roadway currently under construction) the Hancock Lot will have improved access and frontage on a major new thoroughfare. Furthermore, the development of this City-owned parcel is expected to stimulate the redevelopment of other surrounding parcels in the Project Area that are also underutilized. Potential development could include around 400 residential units and 50,000 square feet

of commercial space, supported by a parking garage. The City anticipates the acquisition of two privately owned parcels to improve access and visibility to this site.

Accordingly, the City intends to identify a major developer that shares the URDP vision. The five acres of the Hancock Lot will be made available for redevelopment with a commitment to replace part of the existing parking capacity that the Lot provides now.

Disposition of the Ross Garage Area

The Ross Garage, with 843 parking spaces within the Project Area, is a 5.3 acre site located behind the buildings that front on the west side of Hancock Street. The garage, initially constructed in 1965 and expanded in the 1980s, is in poor physical condition and suffers from substandard design of its entrances/exits and internal circulation. The City anticipates demolishing the Ross Garage and rebuilding it as part of a mixed-use development, anchored by a major retail destination. New housing development, office and additional parking garages will support this retail center. Potentially, 175,000 square feet of commercial space could be added to Quincy Center as part of this development.

Once a developer is identified for both the Hancock Lot and Ross Garage sites, the City will prepare a phasing plan to provide adequate replacement parking space while the existing parking on these lots is not available for public use.

Roadway and Public Space Improvements

A key component of successfully achieving economic development in the Project Area is by making it an attractive area with good connectivity, pedestrian access and public open spaces. The City intends to construct numerous pockets of public space to beautify the Project Area and provide places for shoppers and residents to enjoy.

One of the major public space investments will be Adams Green, a new public space, to be located at the Hancock Street, Washington Street and Granite Street intersection. This project will also improve traffic movement, pedestrian circulation and connect three historic destinations in Quincy - Hancock Cemetery, Old City Hall and the United First Parish Church. Other smaller parks will be planned within the new private developments at the Hancock Parking Lot and Ross Garage.

The City also proposes a series of sidewalk and street improvements to widen sidewalks, where permissible, and to add landscape elements such as benches, plantings and attractive lighting. Each of these improvements will help make the district a prime destination area for residents, shoppers, tourists and businesses. Traffic calming measures will be incorporated into these improvements where feasible. Portions of the following major streets within the Project Area are targeted for phased improvements – Hancock Street, Cottage Avenue, Temple Street, Granite Street, Foster Street, Washington Street and Dennis Ryan Parkway.

These infrastructure projects will compliment ongoing City plans for improving mobility in the area. As discussed above, the City is in the process of constructing the “Quincy Center Concourse,” (the Concourse) a major east-west connector roadway that will provide a direct link to Hancock Street. The Concourse will improve flow of traffic and open up parcels for development. This new roadway has been in various stages of planning and construction for almost thirty years. Phase I, involving the construction of the Paul D. Harold Memorial Bridge that spans Burgin Parkway and the MBTA tracks,

is complete. Phase III, running from Southern Artery to Revere Road (along McGrath Highway) is in final design and will be under construction by 2007. Phase II, connecting Phases I and III, runs along the southern edge of the Project Area and involves the acquisition of private property to create a public right-of-way. Once Phase II is completed, it will provide improved access to the Hancock Lot and the southern end of the Ross Garage. The City will dispose of surplus land left over from the Concourse Phase II acquisitions. The exact amount of land will not be known until final designs of the Concourse are complete.

D. Goals and Objectives to be achieved by the URDP

These URDP Goals and objectives were created as part of an intensive planning process established to develop a vision for Quincy Center. The overall goal is to revitalize Quincy Center and attract high-quality residential and commercial development. The following goals create the overall guidelines that will be achieved by addressing specific objectives listed in Section 12.02 (3).

Goals:

- A mixed-use center of choice: a district of shopping, housing, services, entertainment, and of commerce built around Hancock Street as Quincy's "Main Street".
- A place of celebration and community: a downtown district that blends old and new, historic and current styles, conveying the district's diverse quality and character.
- A place of sustainable development and enterprise: A district that invites investment, creates jobs, and provides entrepreneurial opportunities to benefit the City and community.
- A multi-modal destination: a downtown that encourages transit usage and provides a safe environment for pedestrians, bicyclists and vehicles.

E. Financial Approach

The estimated cost of completing these urban renewal activities is \$47,902,630 (Section 12.02 (4)). Either the City will accommodate the cost of providing structured parking in the value of the land to be disposed of or it will seek \$1 million per acre and use the proceeds of the disposition to construct a replacement parking facility.

As a means of paying for the public urban renewal activities, the City intends to utilize recently secured federal and state grants specifically targeted for redevelopment activities in the downtown area. Quincy's DIF financing program will fill in the funding gap. In the event DIF Program is not adopted, the City will employ traditional borrowing techniques and will seek other grants to finance the actions called for in this URDP.

F. Potential Developers

Upon the approval of this URDP, the City's Department of Planning and Community Development (PCD), which acts as the City's Redevelopment Authority, will have the ability to negotiate directly with developers who have an interest in the Project Area. As indicated above, the PCD will prioritize the Hancock Lot and the Ross Garage area for redevelopment, and will initially seek developers for these two areas. If, during negotiations with interested developers, it is determined that the City needs to take additional actions to maximize the development potential of these two areas, then the City will

evaluate those actions and, if necessary, amend this URDP to include additional activities intended to maximize private investment and redevelopment.

III. COMMONWEALTH'S SUSTAINABLE DEVELOPMENT PRINCIPLES

The Commonwealth has established eight principals that encourage smart growth and sustainable development in the region. The Quincy URDP successfully follows most of these principals; using development, open space and transportation improvements to attract economic development to the downtown area.

➤ **Redevelop First**

The vision for the Project Area calls for the redevelopment of parking areas to create new housing, office and retail destinations. In addition, the Stop & Shop Supermarket Headquarters headquarters building is anticipated to be rehabilitated to meet the current office and retail space demands. Though not an urban renewal activity, this rehabilitation will attract more employees to the Project Area.

➤ **Concentrate Development**

The parcels identified for redevelopment currently have either parking facilities or low-density commercial development (single-storied or two-storied buildings). The new proposal will provide a mix of five to ten storied high-rise structures and provide a high density of mixed-use development on these sites. The planned development will be walkable and close to transit facilities.

➤ **Be Fair**

The City has prepared the URDP using an intensive community planning process with participation from a Citizen's Advisory Committee and public presentations. Prior to the URDP planning process, a visioning process completed for the Quincy Center area used design charrettes and public forums to build consensus on the vision that is presented in this Plan. The City's new zoning code for the downtown area also provides a transparent and simplified permitting process to ensure the fair implementation of this Plan.

➤ **Restore and Enhance Environment**

Located within the City's Downtown area, the Project Area does not have any environmentally sensitive areas that would be affected by the URDP. But the Plan proposes new open spaces to connect and enhance historic buildings in the Project Area and provide public accessibility.

➤ **Expand Housing Opportunities**

Housing is a major component of the development anticipated on the Hancock Parking Lot site. A variety of housing products and a mix of rental and for-sale housing will be provided in these developments. These residential units will have multi-modal access to surrounding communities and regional destinations. Based on Quincy's zoning code, some units will be assigned as affordable housing.

➤ **Provide Transportation Choices**

The Project Area's strategic location adjacent to the Quincy Center Subway and Commuter Rail Station provides employees, residents and visitors with multi-modal transportation choices. MBTA

provides both train and bus service in the area. Pedestrian and bicycle improvements along major roadways within the Project Area are also part of the recommendations.

➤ **Increase Job Opportunities**

One of the important goals of the URDP is to stimulate economic development through new office and retail development. Proposed office development will bring in new employees to support the community's retail venues and create a market for new housing. Stop and Shop's plans for renovating their headquarters will keep the existing 1,000 jobs and potentially add another 460 to 700 jobs. Development on the two City-owned sites identified by the URDP will also add approximately 200 employees. All this new development will provide a range of job options.

➤ **Plan Regionally**

Quincy's URDP proposal is consistent with regional growth strategies. The MetroPlan, a Regional Plan created by the Metropolitan Area Planning Agency (MAPC) in 1987, designated Quincy Center as a "Concentrated Development Center", an activity center with a high density of development. As such an activity center, Quincy's proposal meets regional goals of efficiently using existing infrastructure: increasing the quantity of affordable housing: improving access to regional open spaces: developing and supporting transportation facilities that promote and encourage walking as a viable mode of transportation by improving existing sidewalks and increasing the availability of pedestrian facilities.

MAPC is currently working on MetroFuture, an update to the MetroPlan 2000 Regional Plan.

12. 02 (1): CHARACTERISTICS – REQUISITE PLANS AND ASSOCIATED INFORMATION

12.02 (1) SECTION 1: LIST OF URDP MAPS.

The plans and information presented in this section are included to show the existing characteristics of the Project Area, which support the finding that the Project Area qualifies as an Urban Renewal area. In addition, many of the plans included in this section show future conditions and recommendations and are included here to meet State requirements for Urban Revitalization Plans

The maps marked in ‘italics’ are not relevant for this Project Area and therefore, are not included as part of this document.

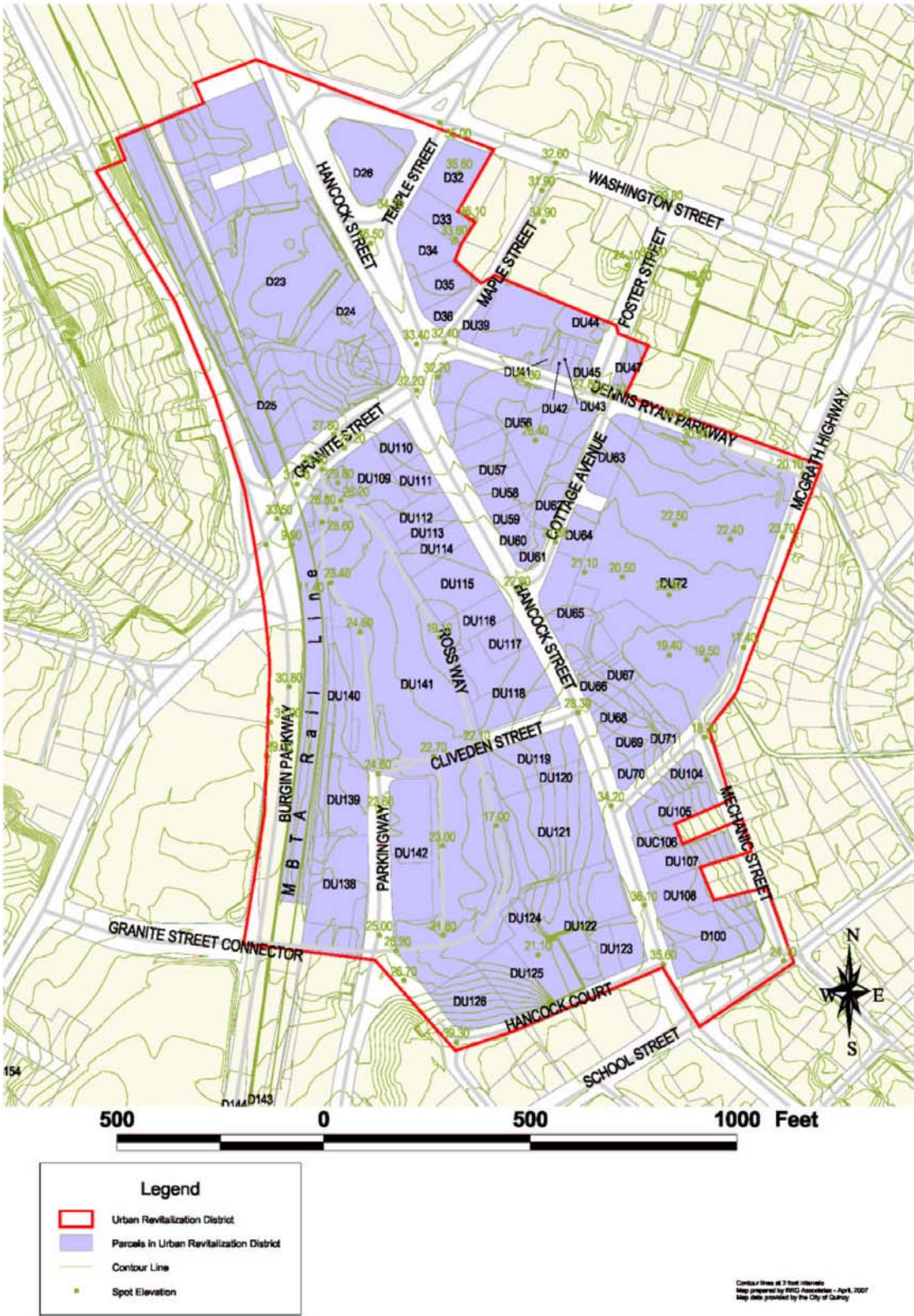
- 12.02 (1) (a) Project Boundary and Topography
- 12.02 (1) (b) Boundaries of Proposed Clearance and Rehabilitation Areas
- 12.02 (1) (c1) Existing Property Lines, Building Footprints and Parking Areas
- 12.02 (1) (c2) Proposed Property Lines, Building Footprints and Parking Areas
- 12.02 (1) (d1) Existing Land Uses
- 12.02 (1) (a2) Existing Zoning (Adopted June 2005)
- 12.02 (1) (e1) Proposed Land Uses
- 12.02 (1) (e2) Proposed Zoning (Not required; zoning modifications have been completed)*
- 12.02 (1) (f1) Existing Thoroughfares, Public Rights-of- way and Easements
- 12.02 (1) (f2) Proposed Thoroughfare, Public Rights-of-way and Easements (*Not an Urban Renewal Activity*)
- 12.02 (1) (g) Parcels to be acquired
- 12.02 (1) (h) Lots Identified for Disposition
- 12.02 (1) (i) Buildings to be demolished
- 12.02 (1) (j) Buildings to be rehabilitated
- 12.02 (1) (k) Buildings to be constructed
- 12.02 (1) (l) Proposed Public Spaces and Streetscape Improvements

Extra Maps:

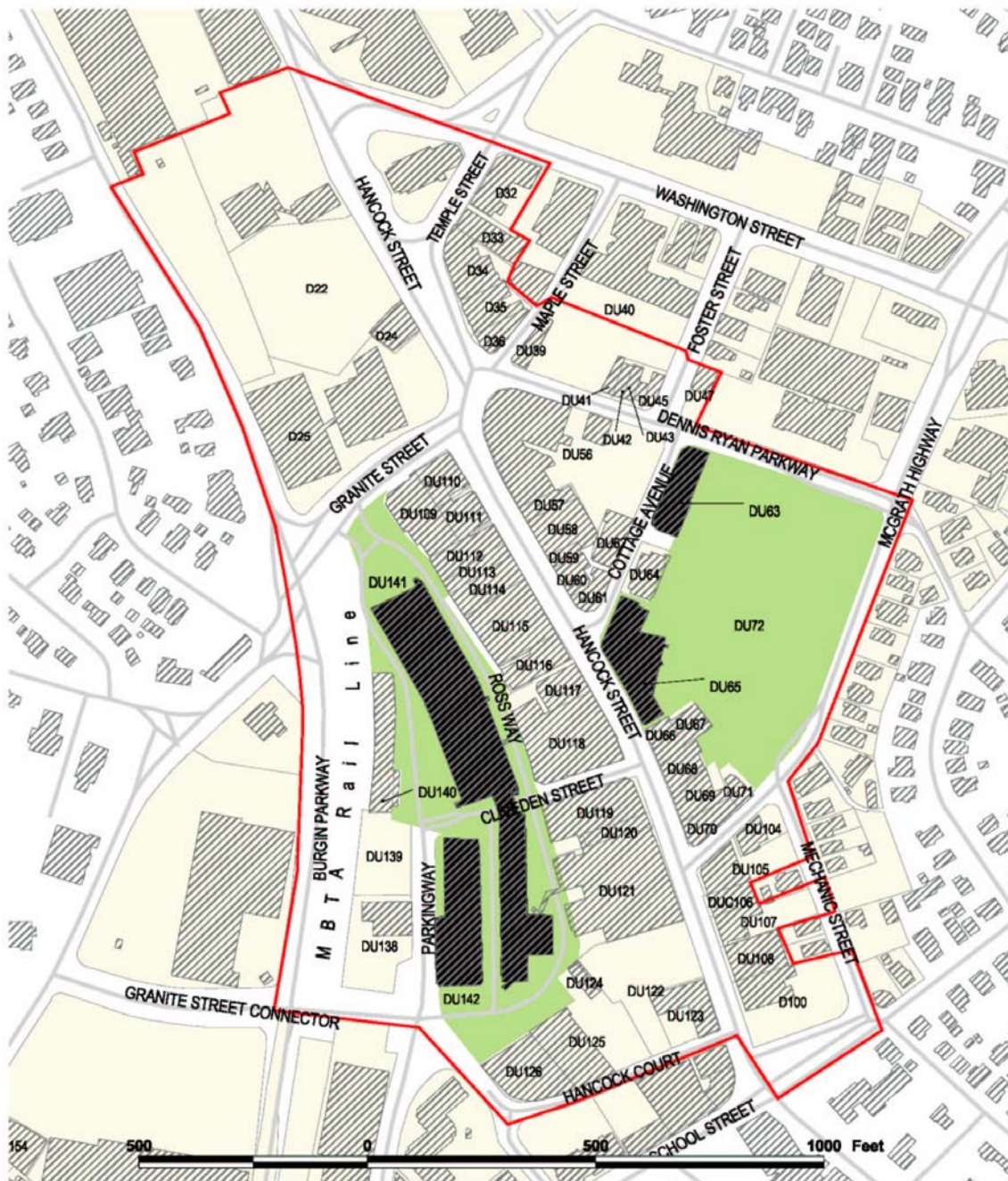
12.02 (1) (A1)	Project Location
12.02 (1) (A2)	Quincy Center Boundary with Urban Renewal Project Boundary
12.02 (1) (A3)	Aerial Photograph with Project Area Boundary
12.02 (1) (A4)	Development Trends in Quincy Center

Map 12.02 (1) (a) Project Boundary and Topography

12.02 (1) (a) PROJECT BOUNDARY AND TOPOGRAPHY



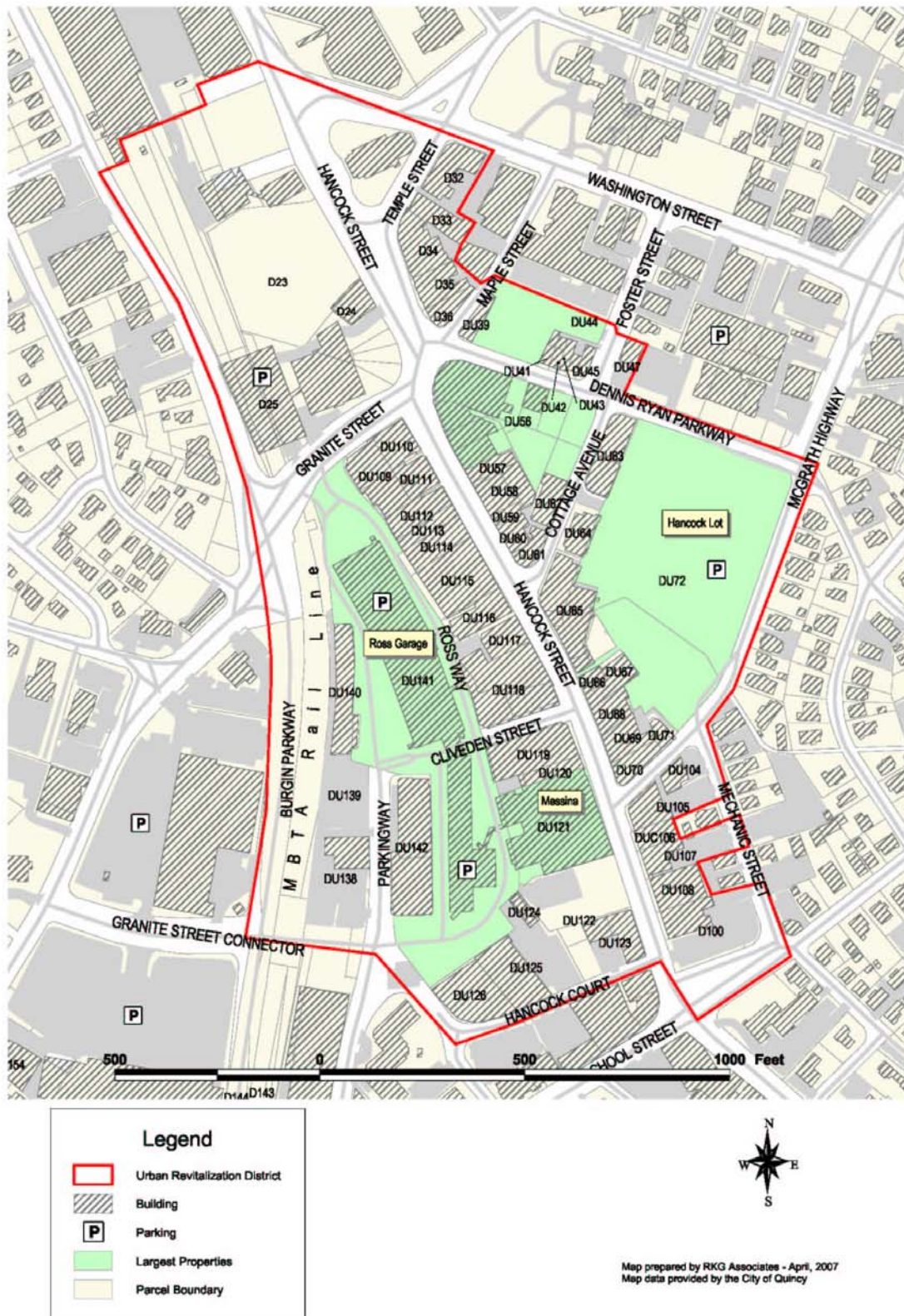
Map 12.02 (1) (b) Boundaries of Proposed Clearance and Rehabilitation Areas

12.02 (1) (b) BOUNDARIES OF PROPOSED CLEARANCE AND REHABILITATION AREAS

Map prepared by RKG Associates - April, 2007
 Map data provided by the City of Quincy
 *NOTE: DOES NOT INCLUDE PROPERTIES ACQUIRED
 FOR CONCOURSE PROJECT

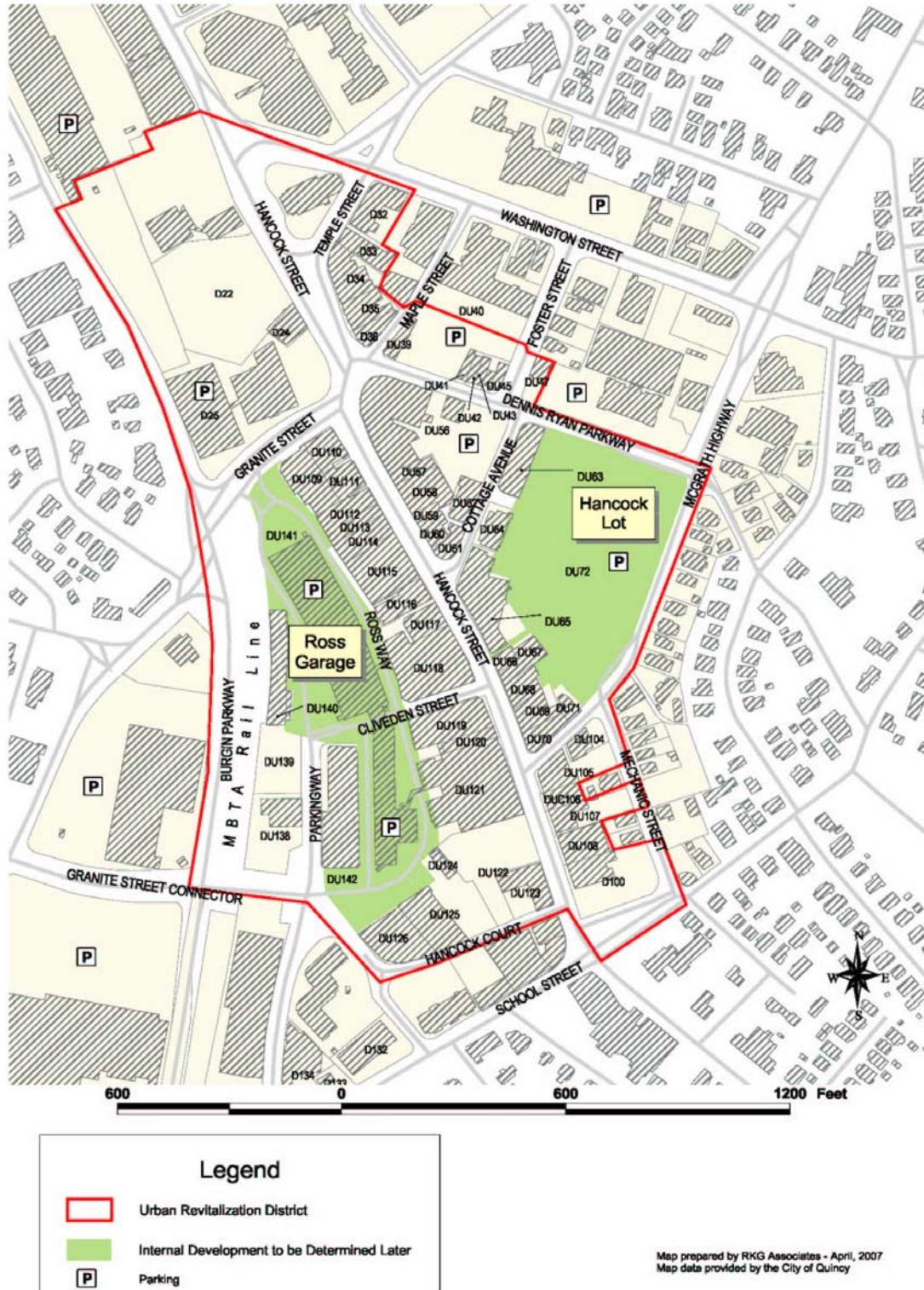
Map 12.02 (1) (c1) Existing Property Lines, Building Footprints and Parking Areas

12.02 (1) (c1) EXISTING PROPERTY LINES, BUILDING FOOTPRINTS AND PARKING AREAS



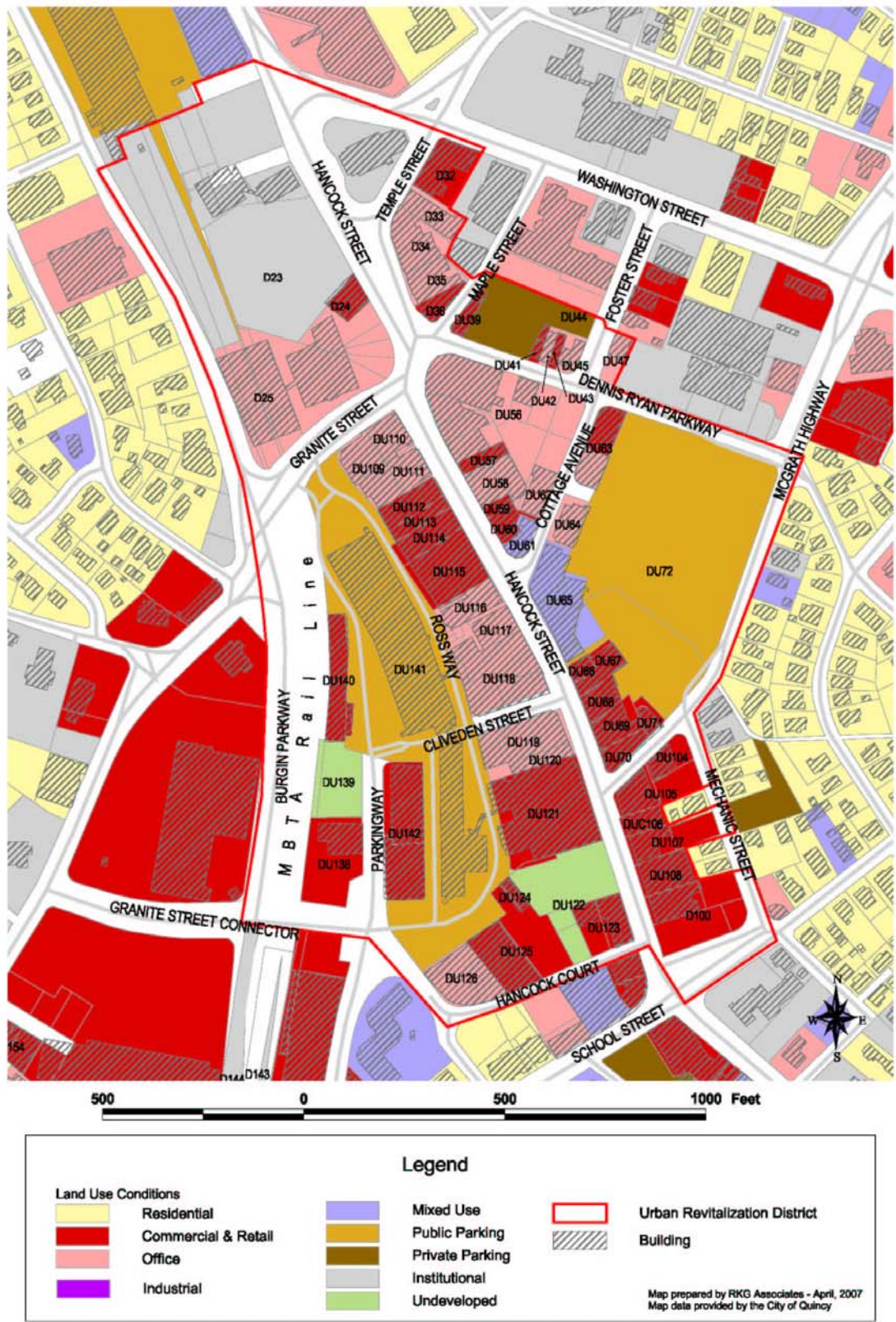
Map 12.02 (1) (c2) Proposed Property Lines, Building Footprints and Parking Areas

12.02 (1) (c2) PROPOSED PROPERTY LINES, BUILDING FOOTPRINTS AND PARKING AREAS

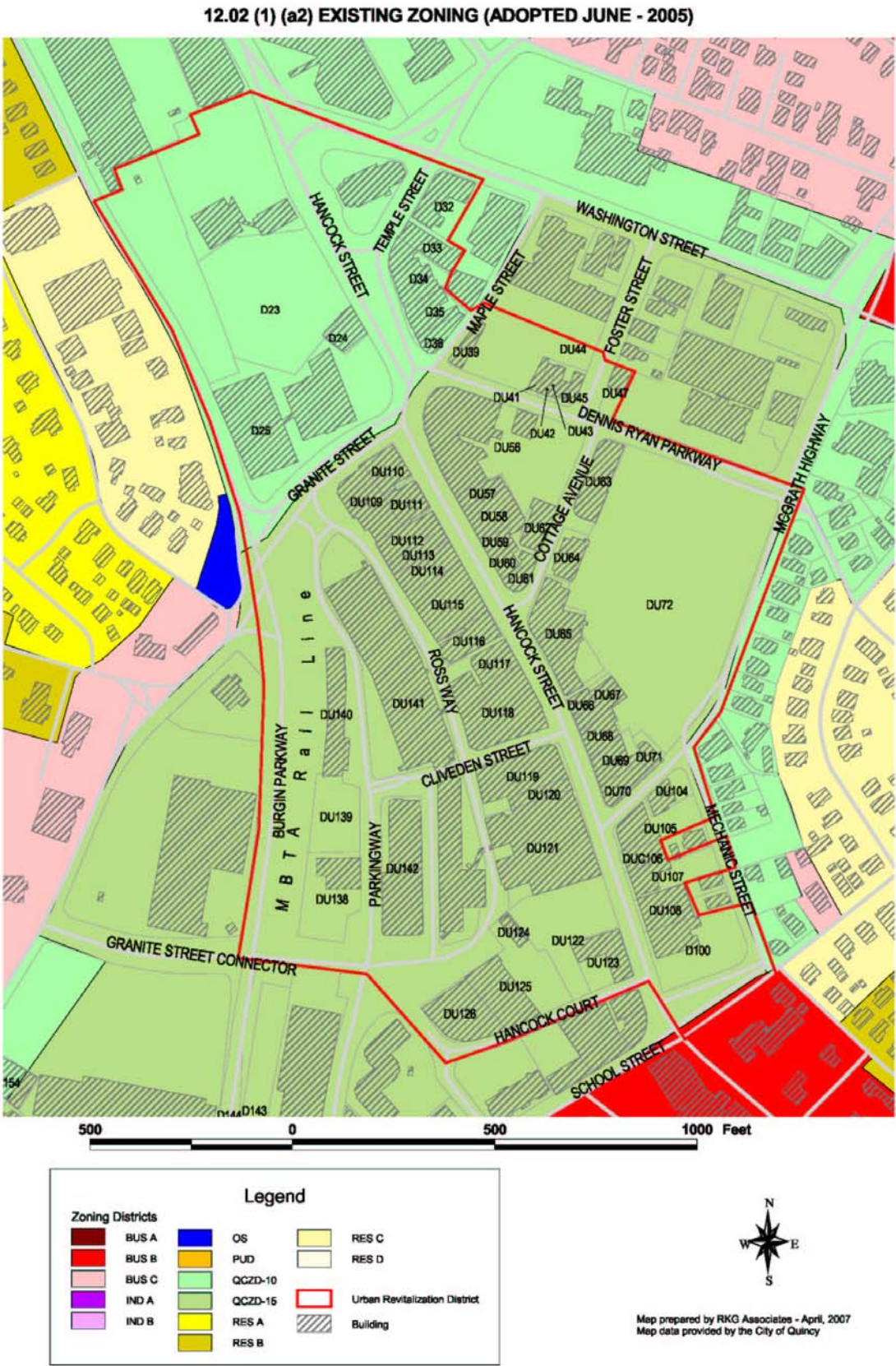


Map 12.02 (1) (d1) Existing Land Uses

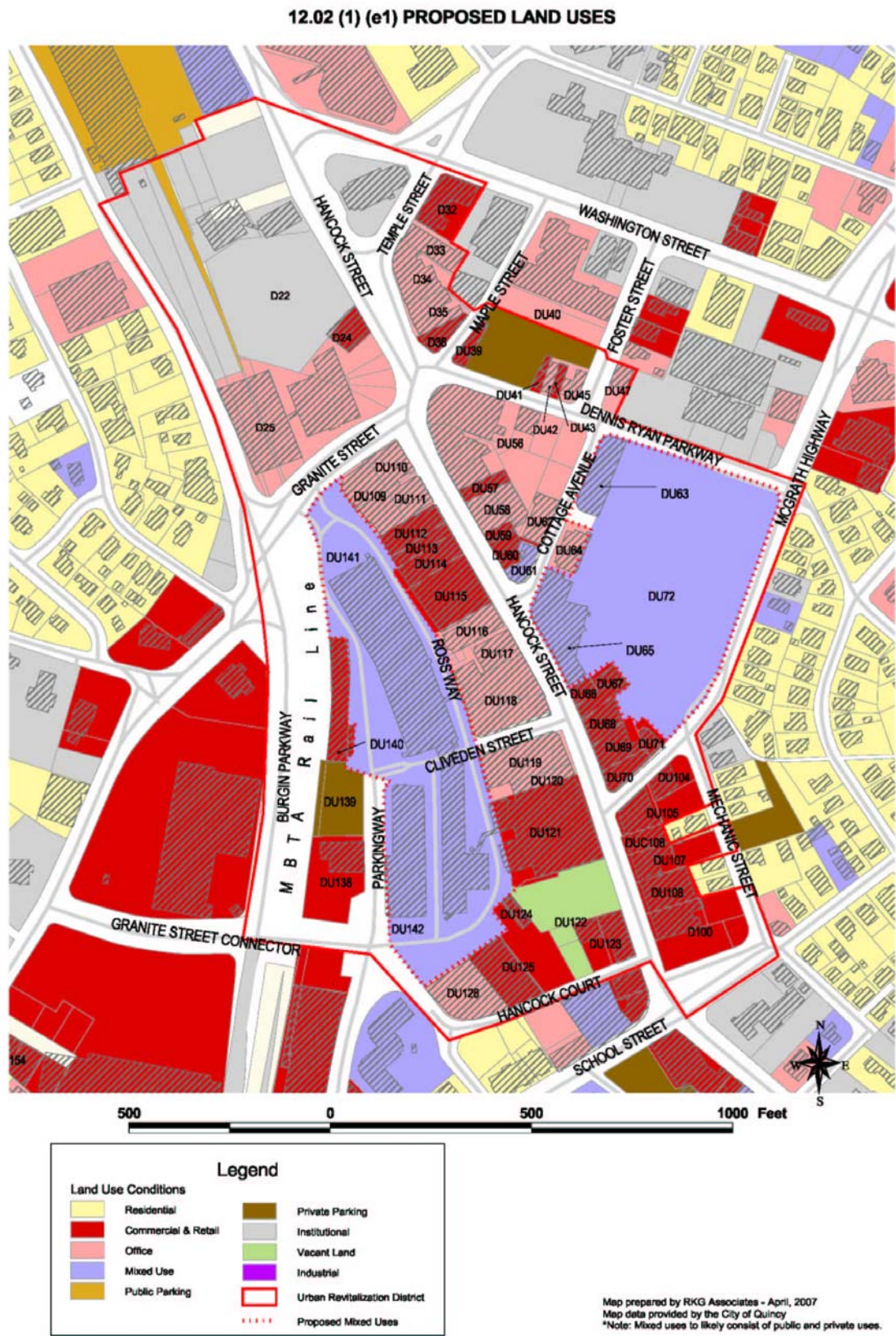
12.02 (1) (d1) EXISTING LAND USES



Map 12.02 (1) (a2) Existing Zoning (adopted June 2005)

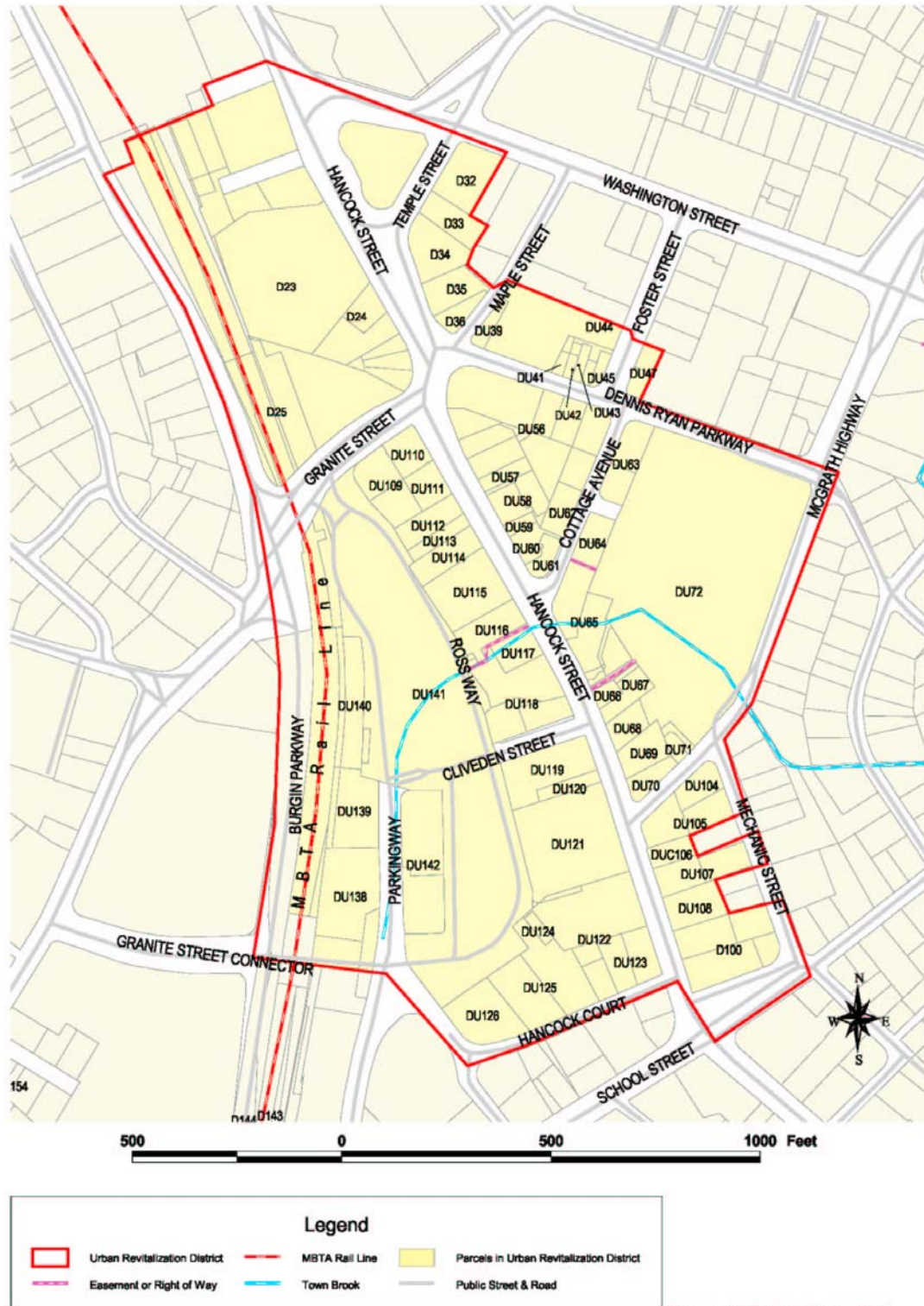


Map 12.02 (1) (e1) Proposed land Uses

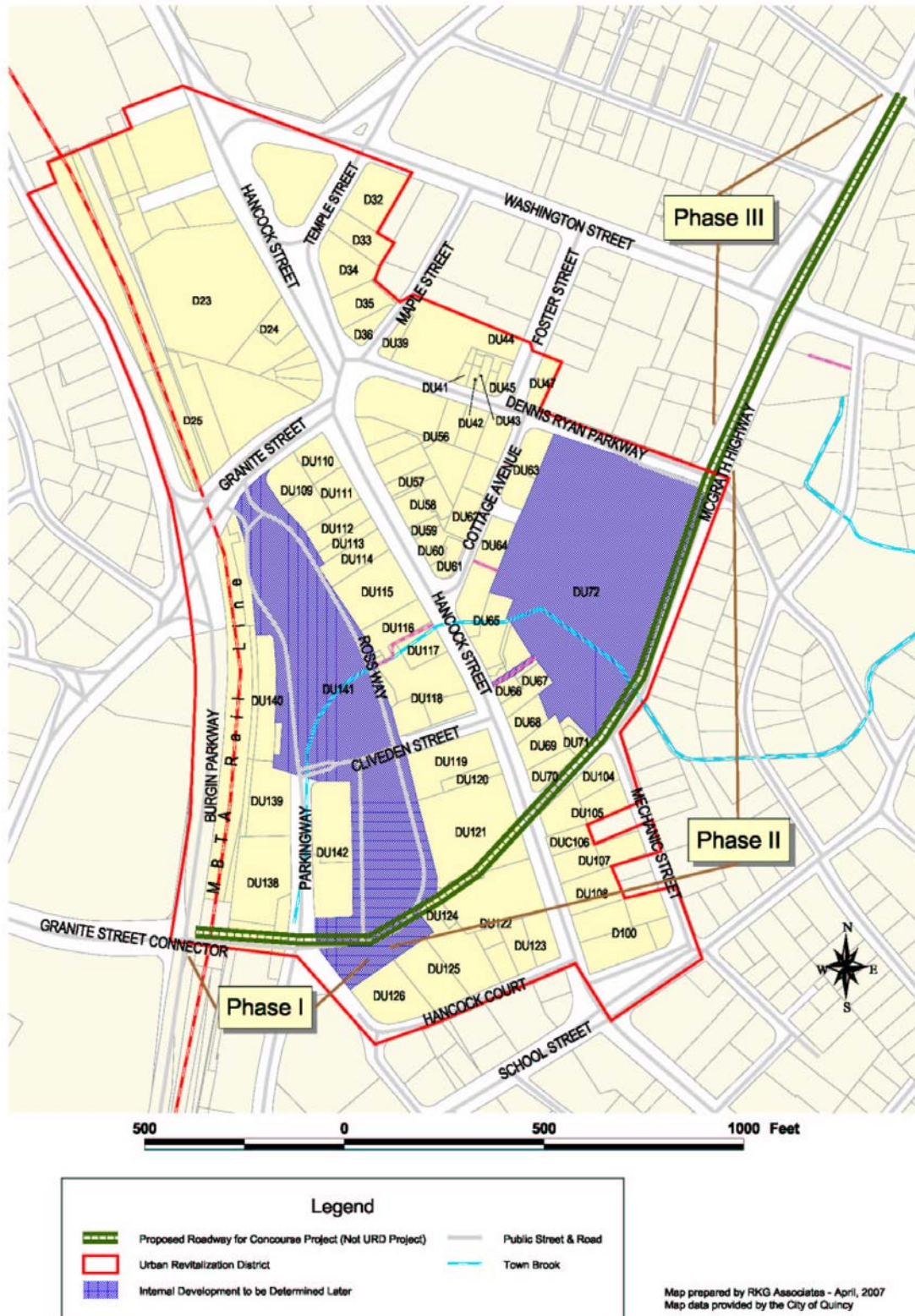


Map 12.02 (1) (f1) Existing Thoroughfares, public Rights-of-way, and Easements

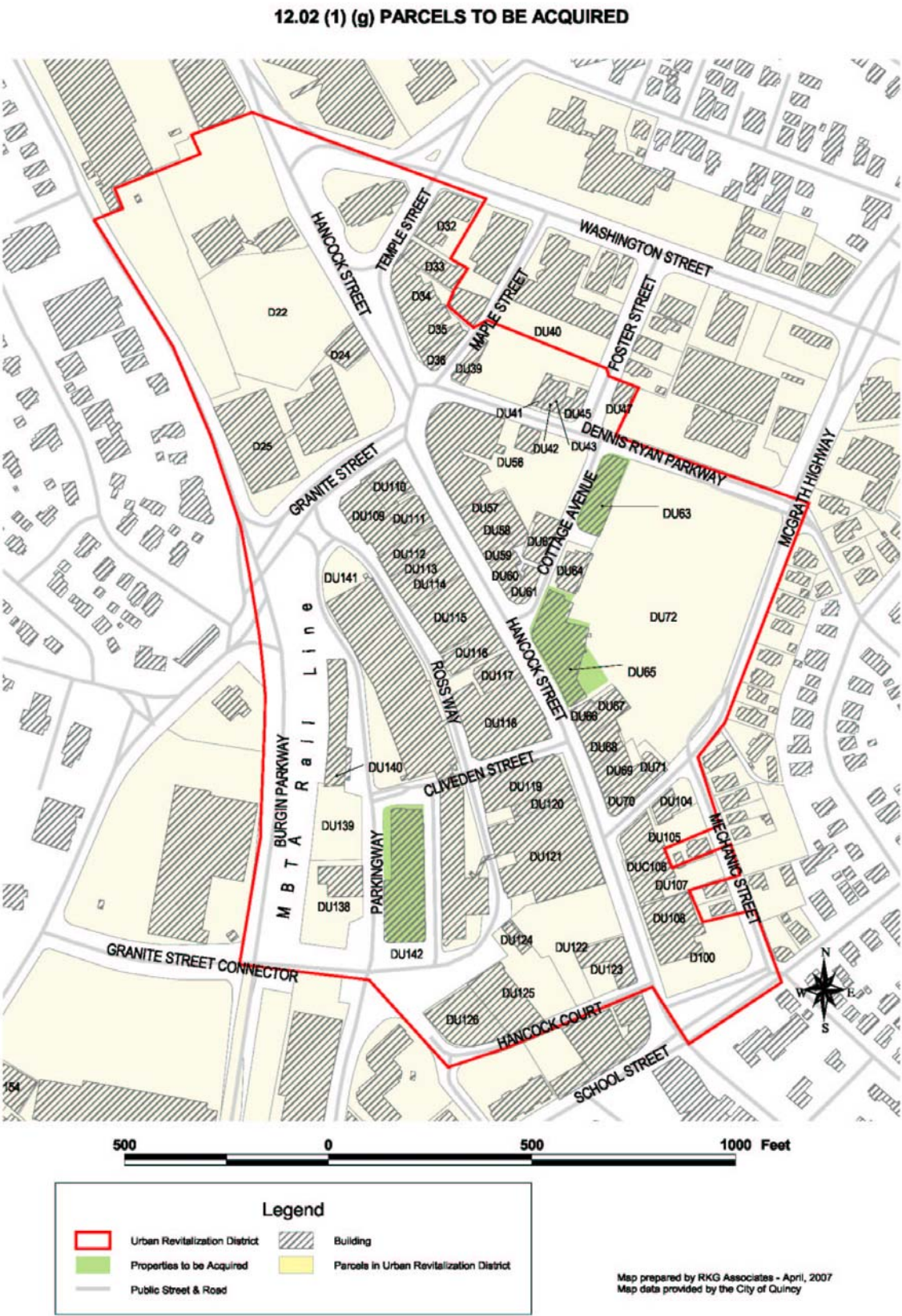
12.02 (1) (f1) EXISTING THOROUGHFARES, PUBLIC RIGHTS-OF-WAY AND EASEMENTS



Map 12.02 (1) (f2) Proposed Thoroughfare, Public Rights-of-way, and Easements

12.02 (1) (f2) PROPOSED THOROUGHFARES, PUBLIC RIGHTS-OF-WAY AND EASEMENTS
(NOT AN URBAN RENEWAL ACTIVITY)

Map 12.02 (1) (g) Parcels to be acquired

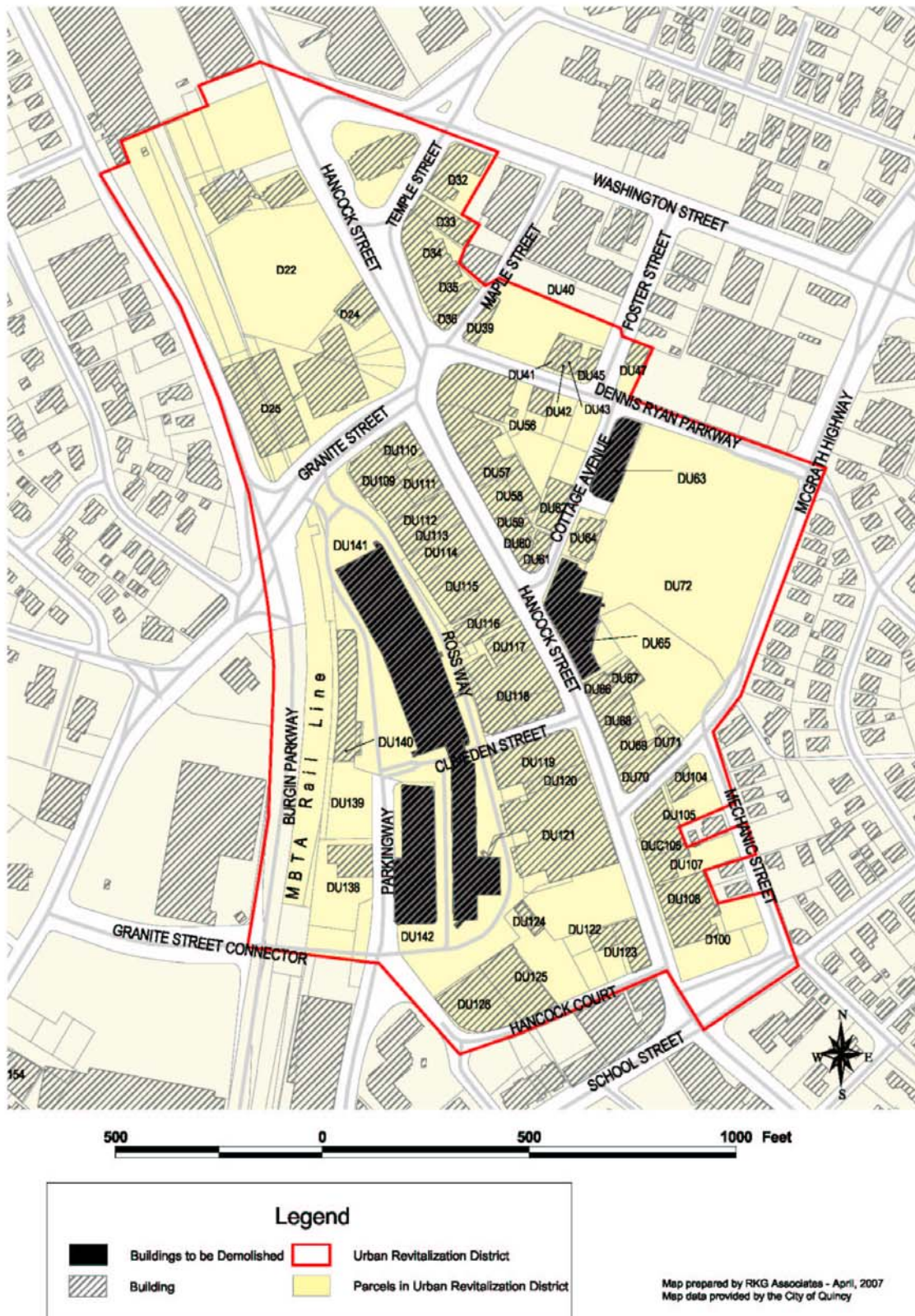


Map 12.02 (1) (h) Lots Identified for Disposition

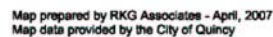


Map 12.02 (1) (i) Buildings to be demolished

12.02 (1) (i) BUILDINGS TO BE DEMOLISHED



12.02 (1) (j) BUILDINGS TO BE REHABILITATED



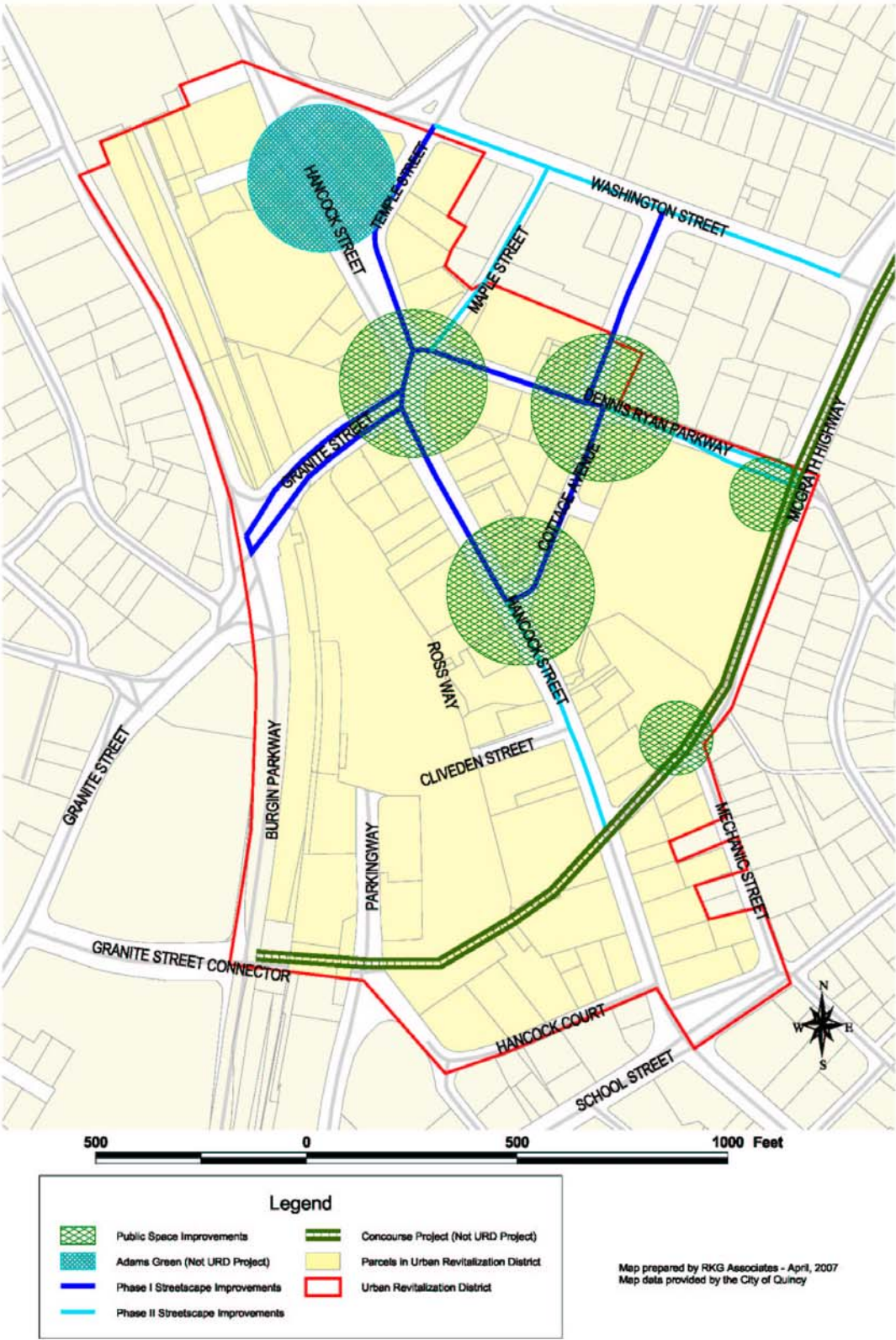
Map 12.02 (1) (k) Buildings to be constructed

12.02 (1) (k) BUILDINGS TO BE CONSTRUCTED



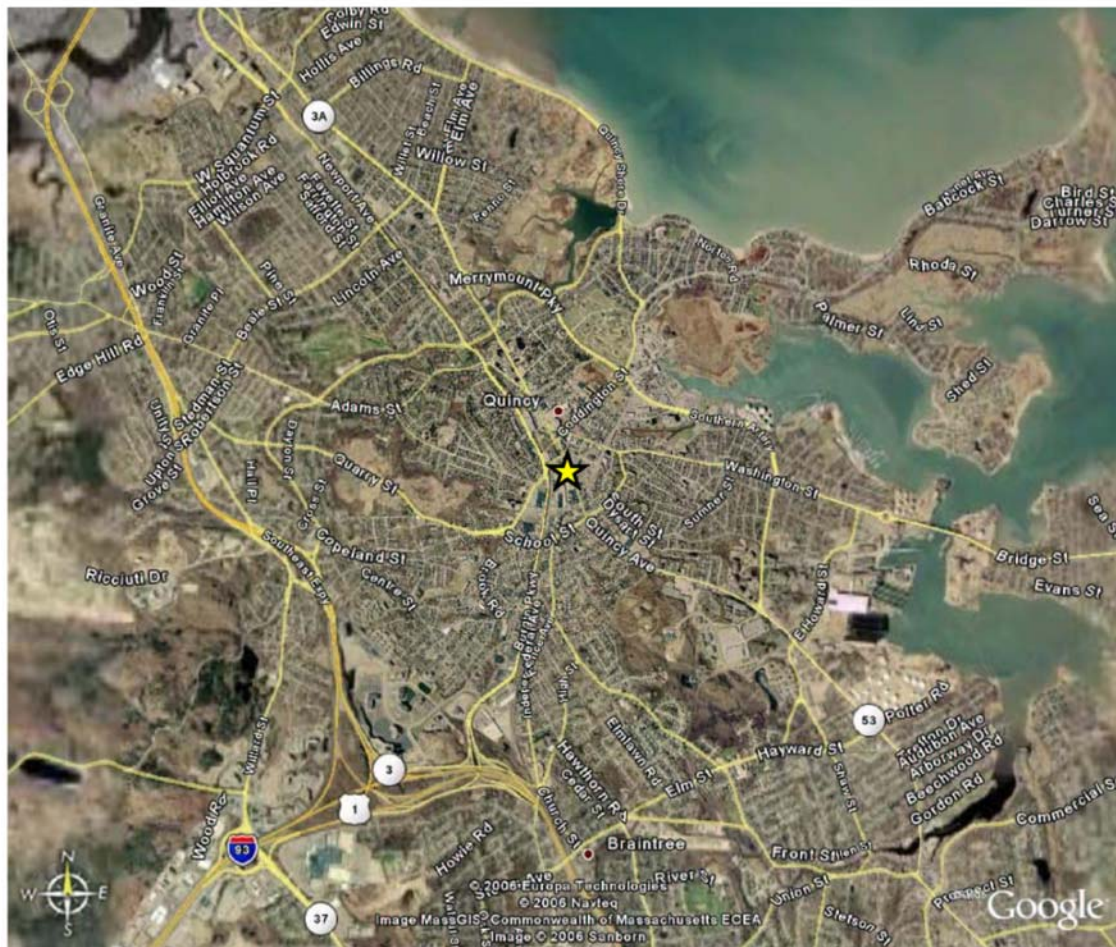
Map 12.02 (1) (I) Proposed Public Spaces and Streetscape Improvements

12.02 (1) (I) PROPOSED PUBLIC SPACES AND STREETScape IMPROVEMENTS



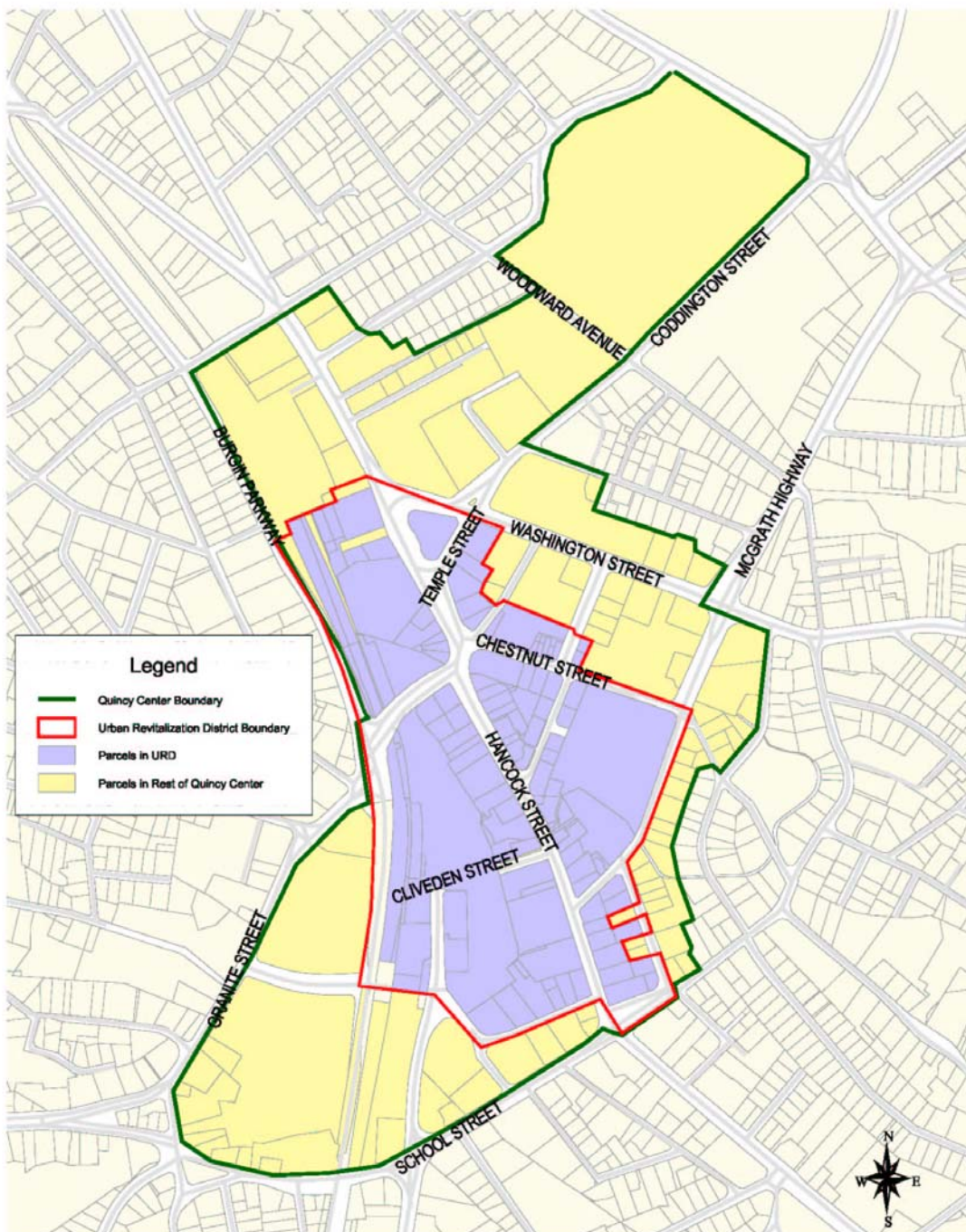
Map 12.02 (1) (A1) Project Location

(1) (A1) PROJECT LOCATION



Map 12.02 (1) (A2) Quincy Center Boundary with Urban Renewal District Boundary

12.02 (1) (A2) QUINCY CENTER AND URBAN REVITALIZATION DISTRICT

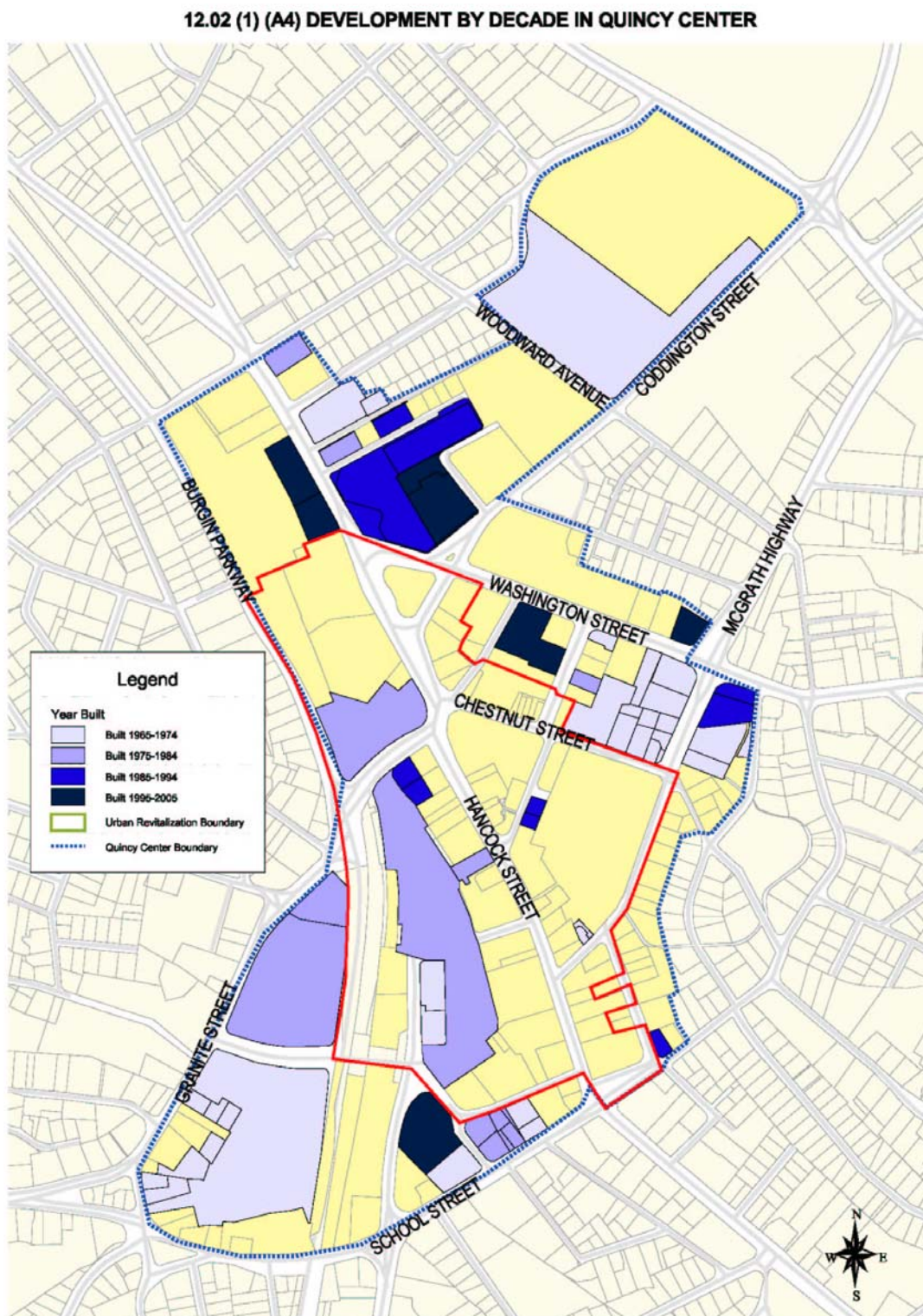


Map prepared by RKG Associates - April, 2007
Map data provided by the City of Quincy

Map 12.02 (1) (A3) Aerial Photograph with Project Area Boundary



Map 12.02 (1) (A4) Development Trends in Quincy Center



Map prepared by RKG Associates - April, 2007
Map data provided by the City of Quincy

12.02 (1) SECTION 2: EXISTING CHARACTERISTICS

12.02 (1) Section 2.1: Project Location - Map 12.02 (1) (a) & Maps 12.02 (1) (A1) to Maps 12.02 (1) (A4)

The City of Quincy is located on the eastern coast of Massachusetts. The City is approximately 7 miles southeast of downtown Boston; 43 miles from Providence, Rhode Island; 100 miles from Hartford, Connecticut; and 60 miles from Cape Cod. It neighbors the towns of Weymouth to the east, Braintree and Randolph to the south, Milton to the west and Boston to the north. Interstate highway 93 runs through the City, as does the Massachusetts Bay Transportation Authority (MBTA) Red Line Subway and Old Colony Commuter Line to Boston. Route 128 passes just to the south.

Quincy is part of Norfolk County and contains 88,025 residents and a population density of 5,178 people per square mile (source: 2002 U.S. Census). The City is the most populous of communities on what is commonly referred to in Massachusetts as the “South Shore,” which extends along the coast down from Boston to Cape Cod. However, it is more frequently viewed as a medium-sized city within the Boston metropolitan region. Quincy has approximately 27 miles of coastline that is enveloped by two natural peninsulas that border Quincy Bay. The land area of the City is approximately 17 square miles.

12.02 (1) Section 2.2: Topography - Map 12.02 (1) (a)

In general, the land within the Project Area slopes at approximately 2% from the north end of Hancock Street at the Granite Street intersection, south, to the intersection with Cottage Avenue. It rises again at approximately 1%, south along Hancock Street, to Hancock Court. Across the site, from east to west, the grade changes vary, with Hancock Street generally acting as a high point. Again, the grade changes are under 3%. Grade changes in these small percentages are not a limiting factor for redevelopment of the Area.

12.02 (1) Section 2.3: Boundaries of Project Area - Map 12.02 (1) (a) & Map 12.02 (1) (A3)

A detailed description of the Urban Renewal Project Area is included below. In general, the proposed Urban Revitalization Project Area boundaries are as follows:

Burgin Parkway	From Granite Street Connector to City Hall Plaza northern boundary
Washington Street	From Hancock Street to one parcel deep past Temple Street connecting to Maple Street Chestnut Street One parcel deep past Maple Street to one parcel deep past Foster Street
Dennis Ryan Parkway	From one parcel deep past Foster Street to Revere Road
Revere Road From	Dennis Ryan Parkway to Mechanic Street
Mechanic Street	From Revere Road to Elm Street

Elm Street	From Mechanic Street to Hancock Street
Hancock Street	From Elm Street to Hancock Court
Hancock Court	From Hancock Street to the Concourse Street (Granite Street Connector)
Granite Street Connector	From Parking Way to Burgin Parkway

12.02 (1) Section 2.4: Study Area Narrative Description

Beginning at the Burgin Parkway/Granite Street intersection, the URD boundary heads northeast along the southern boundary of the Quincy Center Parking Deck, following the northern boundary of the City Hall Park up to the Hancock Street and Washington Street intersection. The boundary follows Washington Street southeast one parcel deep past Temple Street.

It then heads in a southern direction following the back-parcel lines of parcels along Temple Street to Maple Street (parcels D32, D33, D34, D35, D36). From the intersection of the back-parcel line of DU36 and Maple Street, the boundary follows east along the back parcel line of DU44 to Foster Street and then along DU47 past Foster Street. The boundary then heads south on the eastern edge of parcel DU47 to Dennis Ryan Parkway. From that intersection, the boundary goes east to Revere Road. From the intersection of Dennis Ryan Parkway and Revere Road, the boundary heads south down to Mechanics Street.

Along Mechanic Street, it runs in a southeast direction to Elm Street. From the intersection of Mechanic Street and Elm Street, the boundary heads southwest along Elm Street up to Hancock Street and then northwest along Hancock Street up to Hancock Court. Following Hancock Court, the boundary heads northwest to the Granite Street Connector at the intersection of Burgin Parkway.

12.02 (2): AREA ELIGIBILITY

In order to undertake the actions contained in this URDP, the Project Area must be designated as an Urban Renewal Area, first by the City and then by the Commonwealth's Department of Housing and Community Development (DHCD). The City's Department of Planning and Community Development (PCD) must initiate the designation process. The following section contains an overview of Quincy's history and background, followed by existing conditions within the Project Area, which show the deteriorated and economically uncompetitive conditions. The section concludes with a description of factors that make the area eligible under the urban renewal program.

12.02 (2) SECTION 1: BACKGROUND ON URBAN RENEWAL IN QUINCY

Quincy does not have a separately established redevelopment authority. In 1972, through Chapter 898 of the Massachusetts Acts and Resolves of 1973 (Chapter 898), the Massachusetts Legislature authorized the City's PCD to act as the City's redevelopment authority and to carry out the actions authorized in Chapter 121B, with some notable exceptions set forth in section 5 of Chapter 898. A copy of Chapter 898 is included as Attachment H with this URDP.

While PCD has the authority to act as the City's agent in carrying out clearance, rehabilitation and other urban renewal activities, it does not have the independent power to acquire property by eminent domain, a power that is expressly provided and reserved to the City in Chapter 898. PCD is authorized under Chapter 898 to recommend to the Mayor and City Council which areas of the City constitute decadent, substandard or blighted open areas, to prepare plans for the clearance, conservation and rehabilitation of decadent, substandard or blighted open areas, and to prepare, seek approval of, and thereafter enforce urban renewal plans within the limits of the City of Quincy.

12.02 (2) Section 1.1: Project Area Context

The focus of this URDP is the proposed Quincy Center Urban Revitalization District (the "Project Area"), which comprises a large portion of the major retail center of the City and is referred to as the "Downtown District". Burgin Parkway, the planned Quincy Center Concourse, Washington Street and the City Hall Plaza roughly bound this area. The Downtown District is bisected by Hancock Street, which serves as an important commercial spine.

As a part of the downtown core, the Project Area is well served by transit, with the Massachusetts Bay Transportation Authority (MBTA) providing subway and bus service. The Quincy Center Transit Station, located at the intersection of Washington Street and Hancock Street, is the closest T station to the Project Area (within ½ mile) and provides direct access to downtown Boston. In addition, it also serves as a commuter rail stop.

The Quincy Center Transit Station is also a bus hub for routes which run mostly along Washington Street (Routes 220, 221, 222) and Hancock Street (Routes 215, 225, 230, 236, 238, 245). These buses connect to Weymouth, Braintree, and Hingham and provide a connective transit hub surrounding the Downtown District.

Major automobile routes to Quincy are through the Southeast Expressway (Route 3) and the Southern Artery (Route 3A). Washington Street, Hancock Street, Burgin Parkway and Granite Street are some of the primary roads in the Downtown District.

Major landmarks, destinations, civic institutions and historic sites surround the Project Area. Important historic assets such as the old Town Hall, The First United Parish Church, and the Hancock Cemetery are National Historic Register properties located in the northern end of the Project Area. Coddington Street, just northeast of the Project Area, fronts Quincy College, Quincy High School, the YMCA, Bethany Church and the historic Thomas Crane Public Library. The Norfolk County District Courthouse is another civic landmark positioned close to the Project Area. Though mostly comprised of commercial and institutional uses, Quincy Center is surrounded by strong residential neighborhoods.

The Project Area also contains numerous commercial buildings of historic value that contribute to Quincy's character, such as the monumental Granite Trust Building (Bank of America building), Adams Building and the Quincy Savings Bank Building. Hancock Street, which bisects the Project Area, is the main commercial spine, with continuous storefronts on both sides.

Located in the southeast portion of the Project Area is the Hancock Parking Lot, a five-acre surface parking lot owned by the City of Quincy. This lot has been identified as a key redevelopment parcel in the downtown area. As discussed in the Project Overview, this site's access and visibility will be significantly enhanced once construction is complete of the construction of Phase II of the Concourse. The Ross Parking garage is another City-owned parcel that is recommended for renovation and redevelopment within the Project Area.

A significant feature of the vision for Quincy Center's revitalization comes from its long and vibrant history. The City envisions a downtown area that preserves, exhibits and promotes Quincy's unique cultural and historic architecture and landmarks. A brief description of the City's history is documented below.

12.02 (2) Section 1.2: Local History

Quincy's history is closely linked with that of its neighbors, Braintree and Randolph. Originally, the area was inhabited by the Massachusetts tribe of the Algonquin Indians. In early 1625 an Englishman, Captain Wollaston, made his way to the area with a cargo of indentured servants. Thomas Morton then followed in Wollastons footprints from England in search of riches. Quincy was originally a precinct of the Town of Braintree established in 1640. Given their independent nature, Quincys inhabitants soon became desirous of home rule. As a result, the Massachusetts General Court incorporated the town in honor of Colonel John Quincy, an eminent citizen.

In 1789, Quincys most famous citizens became nationally prominent, with the election of native son John Adams as vice president of the newly formed Union. Eight years later he became president of the United States. His son, John Quincy Adams, eventually followed in his footsteps and attained the presidency, and following his tenure he became regarded by many as the finest diplomat in the Foreign Service Corps. The Adams were but one of many prominent and influential families residing in Quincy during the colonial years and thereafter. Both Presidents and their wives are interned in a crypt below

the sanctuary of the First Parish Church, which is a National Park site and tourist attraction in the middle of downtown. The Hancock Cemetery is located adjacent to the Adams crypt.

After 1830, industrial production began to take over as the primary employer of Quincy's citizens. Granite quarrying, followed by shipbuilding, became the two most prominent industries within the Town. The demand throughout the region for Quincy's quarried granite led to the development of the first commercial common carrier rail-line in the country. Their first contract was with the Bunker Hill Monument Association in 1827, and horses were initially used to haul the rail cars. Soon, however, the operation grew much more efficient. The early utilization of innovative transportation technologies, such as the rail track switch, the rail car turntable, and the swivel trucked rail car, led to Quincy's eventual development as a major industrial shipbuilding center engaged in global trade.

By 1845, the population of Quincy was a mere 4,300 people. During the industry's zenith, immigrants from Ireland, Italy, Finland, Scotland and the Sudan came to work in the quarries and, by settling in the City, helped to enrich the character of its neighborhoods. The Town grew from both foreign immigration and regional migration, as the development of the railroad dramatically increased Quincy's accessibility to craftsmen and laborers. The burgeoning town center evolved around the Stone (First Parish) Church and the Town House, both of which are still in use today and are located adjacent to the Hancock Cemetery and the proposed Adams Green. Even to this day, Quincy continues to attract immigrants, with the recent influx of Asian immigrants. In addition, the railroads' current function as a commuter rail line still provides accessibility from Quincy to jobs in and around Boston.

The population of Quincy jumped from 7,442 in 1870 to 10,529 in 1880. Population growth in Quincy remained constant from this period until the Great Depression, due to local and regional economic growth and accessibility to Boston. However, the granite quarrying industry eventually began to decline following World War II, when the introduction of cement provided a cheap, reliable substitute for granite. The last quarry in Quincy closed in 1963, removing the last elements of jobs once associated with this major local industry.

Shipbuilding, historically the second most prominent employer in the City, began its rise in a little shop located on the Fore River in present day Braintree. In 1883, the owners of a small machine shop located there began to experiment with the potential capabilities of marine engines. By 1884, the business had grown so fast that it was forced to move to the Fore River in eastern Quincy. In 1913, the Bethlehem Steel Corporation took possession of the operation and, over the next several decades, the manufacturing facility became one of the greatest shipyards in the world. General Dynamics later replaced Bethlehem Steel as the owner and Quincy continued to be a leading shipbuilding center into the 1970s. Subsequent defense cutbacks and a general degeneration in domestic shipbuilding have resulted in the decline of the once prominent industry locally.

In recent times, the extent and diversity of Quincy's retail and commercial economy made it a focus of daily shopping for many of its residents, tourists and the region's commuters. The years following World War II in Quincy were marked by extensive residential development of single-family dwellings. During the prosperous post-war years, young families were drawn to the manufacturing jobs available in Quincy. Furthermore, some neighborhoods that had previously only attracted the Boston region's summer vacationers began to establish year-round residents who weathered their homes for the harsh New England winter. As a result, Quincy made the transition to a rich social and economic mixture of

small and medium-sized residential neighborhoods, local shopping districts and commercial enterprises and developments.

12.02 (2) Section 1.3: Quincy Center

Quincy Center was the original nucleus around which the commercial and administrative heart of Quincy developed. It was in this neighborhood that the Adams families established their homes and many prominent citizens of the Boston social and business scene established their roots in the area. The first substantial transportation routes in Quincy were established through the Center, and these conduits became major thoroughfares from Boston to the rest of the South Shore as it developed. Quincy Center ultimately developed into the main retail center in Quincy and was known regionally as “Shoppers Town USA”. Subsequently, Quincy College was established across from the Thomas Crane Public Library-Quincy's main branch. Nearby City Hall sits adjacent to the Quincy Center Red Line and Old Colony Commuter Rail.

Retail employment within Quincy Center declined significantly in the 1970s with the loss of jobs associated with major industries, the relocation of major downtown retailers to the South Shore Plaza in Braintree and the closing of the former Bargain Center, which was located directly across Hancock Street from City Hall. More recently, the area has somewhat rebounded from competition from suburban retail malls, and some office space has been created in new mixed-use developments such as Presidents Place. These new offices, combined with the many historic sites in Quincy Center, a YMCA, and several banks, anchor a business district that offers services and retail products to tourists, employees and residents. However, the downtown has never returned to the vibrant commercial and retail center it once was, when it was called “Shoppers Town USA”.

12.02 (2) Section 1.4: Quincy Today

Quincy thrived into the early 1960s due to post World War II peacetime prosperity, plentiful and affordable housing construction, and an abundance of manufacturing jobs that afforded Quincy's residents one of the better standards of living on the South Shore. Beginning about that time, manufacturing employment declined substantially, with the closing of the granite quarry and ship building industries. This trend has continued, and it is offset in part due to an increase in service related employment.

Today, Quincy continues to attract professionals from metro Boston and immigrants from around the World, in particular Asians, thereby adding to the cultural diversity of the community. They come for Quincy's numerous economic opportunities in a multitude of trades and industries, as well as a superior quality of life as part of the Boston Metropolitan Area. Quincy also continues to attract urban professionals and corporate offices from Boston, who continue to relish the City's lower cost of living, convenient location, excellent transportation facilities and numerous amenities. Quincy expects to account for a significant proportion of the South Shore's future commercial, residential and retail growth. However, since the Quincy Center area, and more specifically the Urban Renewal District, remained stagnant and no significant development activity has occurred within the URD in the past 35 years, public actions intended to stimulate and impact significant new downtown development is warranted.

In 1973, the City's Planning Department in partnership with the Quincy-South Shore industrial and Commercial Development Corporation prepared a Plan to revitalize the downtown area. This Plan, called the "Quincy Center Development Plan" (Attachment I), included a market study as well as recommendations for land use, development and transportation improvements. The Study concluded that using an aggressive approach, the City could add 300,000 to 600,000 square feet of retail and 4,000 – 10,000 new housing units in the downtown area. It identified the need for new open space and pedestrian amenities to attract new residents and businesses. Other strategies for revitalization included parcel assembly, redevelopment of the Hancock Lot parking area, preservation of the historic resources in the area and a simplified regulatory system. The market study suggested viability of adding high-density residential to create a market for new retail. Many, if not all of these issues and recommendations are still relevant today.

12.02 (2) Section 1.5: Existing Property Ownership

As illustrated in Attachment A, 1400 Hancock Street LLC is the largest private owner of land, with 77,249 square feet or just over 5% of the total land in the Project Area. Its property is improved with a multi story office building. The Stop & Shop Headquarters site (DU25) is the second largest privately owned parcel within the Project Area with 4.3% of land area. The Project Area is also dominated by two key City-owned properties, the Hancock Parking Lot (DU72) and the Ross Parking Garage (DU141), comprise over 30% of land.

As evident from the land ownership list, included as Attachment A, the Project Area is comprised of many small lots with many different owners. Excluding the large private properties described above, 58 parcels or 68% of properties are less than 15,000 square feet in size. This fragmented ownership pattern and small parcels have been a significant deterrent to attracting new private investment to the Project Area.

As illustrated in Map 12.02 (1) (c1), small lots are located on almost all streets in the Project area, but concentrated on Hancock Street and Foster Street. In addition to size limitations, parcels within the Project Area are irregularly shaped. Examples of such parcels can be seen at the intersection of McGrath Highway and Hancock Street and the intersection of Hancock Street and Granite Street. Such sites are difficult to develop based on current zoning requirements of parcel size, setbacks and location of building footprint. These small and irregularly shaped parcels are one of the reasons why there has been little new development within the Project Area over the past 35 years. Only three parcels underwent any significant new development during that period (Map (12.02 (1) A4)).

12.02 (2) Section 1.6: Existing Structures (Attachment A)

A visual evaluation of the exterior of all the structures and their building elements within the Project Area included a survey of 63 properties. Property uses include retail, office, institutional and religious. Building types primarily include masonry, concrete, stucco, wood and vinyl. Building conditions vary considerably within the Project Area. A rating system was used to classify building conditions with categories of "good", "satisfactory", "moderate disrepair" and "severe disrepair" to assess and document the condition of the exterior components of the buildings, including: foundation, walls, windows, doors, cornices/eaves, porch/balcony, exterior stairs, loading dock, chimney and roof, where applicable. An inspection of indoor public space in the Quincy Fair Mall assessed the condition of the

floors, walls, ceiling, doors, windows, columns, fire protection, sanitary facilities, elevators and building code issues.

In addition to physical condition assessment, the assessment covered building types and styles at a preliminary level for their suitability within the historic and downtown retail environment. BSC TerraSphere also evaluated the building types and styles at a preliminary level for their suitability within the historic downtown retail environment. The results of the building conditions survey were classified using the following rating system:

1. **Good Condition** – The buildings within this category appeared to be in a structurally stable condition. In some cases, there were clear signs of building maintenance or recent rehabilitation such as new paint, new door and windows.
2. **Satisfactory Condition** – Buildings in this category exhibited stable conditions and required only minor rehabilitation such as new paint and window replacements. In some cases, exterior features (such as the entranceways) require moderate improvements to make them code compliant.
3. **Moderate Disrepair** – This category includes buildings in need of minor structural repairs, porch or roof replacements or siding replacement. Certain building components appeared to be reaching the end of their useful periods. Some of the buildings require considerable maintenance on the overall structure.
4. **Severe Disrepair**- Buildings that are visually dilapidated and need extensive repairs are categorized in this group. Most of these buildings require major investment in façade improvements, storefronts, walls and/or other architectural features.

Building Condition	Number	Percent of Total Buildings
Good Condition	8	12%
Satisfactory	23	36%
Moderate Disrepair	29	47%
Severe Disrepair	3	5%
Total	63	100%

The average building condition within the Project Area falls between “satisfactory” and “moderate disrepair.” Most landmark buildings such as the Bank of America building at 1400 Hancock Street (a/k/a the Granite Trust Building) are well maintained, especially at the street level. The rear mid-rise sections of the Bank of America building complex exhibit signs of disrepair on the brick wall. Some small-scale retail buildings fronting public streets in the center of the Project Area have appropriate storefront condition and style that are suitable in this traditional retail district. Additionally, a number of building facades, such as the Greenleaf Building (DU110) at the intersection of Granite Street and Hancock Street, display unique architectural elements that contribute to the historic character of downtown Quincy. However, at a number of small retail buildings, the rear side appears to be severely degraded due to a lack of maintenance and repair, such as the building that houses Trattoria Alba (DU105) and Men’s Hi-Style Salon (DU104) at the intersection of Revere Road and Hancock Street.

At the time of this study, a few storefronts were under renovation, including the Trattoria Alba and the retail space across from Cliveden Street.

The only major indoor public space in the Project Area resides in the Quincy Fair Mall (DU121). The architectural style of this building does not appear to be appropriate in the downtown traditional retail district. While the overall interior condition is satisfactory, the building has a number of code related issues, such as the lack of a vestibule at the lower level as required to meet the state's energy code and the lack of an accessible route from a public street to the lower-level entrance, which is necessary for a major public space.

Following is a summary of building and parcel data that was collected to summarize the type, age, use, and physical appearance of each property.

Age of Buildings within the Project Area:

Years	Number	Percentage
0 – 20	2	3%
21 – 40	6	10%
41 - 60	7	11%
61 - 80	27	44%
81 – 100	8	13%
100 >	10	16%
No info	3	3%
Total	63	100%

In summary, the Project Area is dominated by older properties, very few of which are in “good” condition with many in “moderate disrepair”. Only 2 structures have been built within the last 20 years. Moreover, these properties are overwhelmingly located on small, irregularly shaped lots significantly smaller than the 15,000 square foot minimum required under the new zoning, and which lack the type and amount of parking and transportation access generally needed in today's urban environments.

12.02 (2) Section 1.7: Existing Land Uses and Zoning (Map 12.02 (1) (d1))

Field survey information and data from the Quincy Planning Department were used to compile a profile of parcel usage within the Project Area. The Project Area is generally considered a traditional retail area, characterized primarily by street level retail along lower Hancock with some office and commercial space above. Retail uses are also located in a more fragmented pattern on Rossway, Parkway, Hancock Court, Cottage Avenue and Revere Road.

The retail on Hancock Street, considered the community's ‘main street’, mostly serves the surrounding neighborhoods with amenities such as restaurants, video-rental stores, cafes and nail-salons. In addition to these smaller commercial establishments, Stop & Shop corporate headquarters, and 1400 Hancock Street building, etc., are also located within the district.

Existing land uses are shown on Figure 12.02 (1) (d1) and summarized in the table below. There are no residential uses or significant public open spaces within the Project Area, reducing the level of street activity after work hours. Low-density residential uses generally surround the Project Area.

Land Use Classification Information

Land Use Classification	Area (sq. ft.)	Area (acres)	Percentage of Total Project Area (%)
Public Parking	508,118	11.66	28.5%
Retail	413,391	9.49	23.2%
Mixed-Use Retail / Office	34,144	0.78	1.9%
Office	394,974	9.07	22.2%
Vacant Land	38,024	0.87	2.1%
Institutional	335,654	7.71	18.8%
Private Parking	57,485	1.32	3.2%
Total	1,781,790	40.90	99.9%

A significant portion of the Project Area, almost 34 percent, is either vacant or devoted to parking. The Hancock Parking Lot alone takes up 5 acres of prime downtown space within the Project Area. This is a significant underutilization of prime land within the City center. The Ross Garage is another large lot with good visibility from Burgin Parkway. Based on their location and accessibility, these parcels have potential for significant new development.

The focus of the URDP is the revitalization of underutilized commercial properties in Downtown Quincy. And as evident from the existing land use patterns on Figure 12.02 (1) (d1), there are no major residential uses within the Project Area. Though there are some abutting residential neighborhoods, a vibrant downtown should include a mix of uses, including residential, to make it an activity center even after the close of business.

12.02 (2) Section 1.8: Existing and Proposed Thoroughfares, Public Rights-of-Way, and Easements (Map 12.02 (1) (f1) & (f2))

Hancock Street, Washington Street, Granite Street, Burgin Parkway and the Dennis Ryan Parkway provide primary vehicular access with the Project Area. But the configuration of these streets makes the general street pattern disorienting and difficult to understand. Driving into and within the Project Area is also difficult due to the lack of coherent signage.

Additionally, the pedestrian network is disconnected, and creates conflicts with the vehicular traffic. A prime example of such vehicular-pedestrian conflicts is evident in the north section of the Project Area. The staggered intersection of Hancock Street, Chestnut Street and Granite Street/Maple Street is the most heavily traveled and visually prominent location in the Project Area. Heavy automobile movements characterize this intersection and the design and traffic congestion make it a difficult intersection for pedestrians. This intersection, which abuts the Stop & Shop corporate headquarters building, is a strategic site for visual and public space improvements, and has the potential to become the visual and pedestrian landmark of the Center. It connects the Quincy Center Station to the Hancock Parking Lot and Ross Garage, which are identified for redevelopment. Therefore, pedestrian upgrades

are needed. At the same time, there must still be the safe and efficient movement of traffic through this area.

Existing Drainage

As with many older New England cities, portions of the city's drainage system are old and need to be updated to meet current storm water management guidelines and regulations. Over the past 15 years, the federal and state governments have undertaken a \$55 million project to divert floodwater from Town Brook into a deep rock tunnel that runs under the Project Area and discharges to Town River Bay. A recent study completed for the City by Rizzo Associates (Attachment M) reports that this project has significantly reduced flooding from the open portion of Town Brook just south of the Project Area. The Rizzo Associates report also concludes that one of the final components of the Town Brook Project, known as the "Bigelow Street relief conduit" should be completed to fulfill the engineering objectives of the Project. The Bigelow Street Relief Conduit is to be located within the planned Phase II Concourse roadway section of the Project Area.

The Rizzo Associates Report also concludes that the redevelopment of the Hancock Lot will not aggravate the flooding problem, as the new site plan is not expected to increase the site impervious area.

12.02 (2) Section 1.9: Existing Parking

In November 2000, Rizzo Associates conducted a detailed parking study of Downtown Quincy in (Attachment J). The Study identified approximately 8,000 parking spaces in the study area. About 90 percent of the spaces support downtown uses and 10 percent are used for commuters at the MBTA Quincy Center garage. Based on the analysis, Downtown Quincy has an adequate parking supply to serve existing daytime peak parking demands and there is more than adequate parking supply to support increased activity levels on weekday evenings and on weekends associated with dining and cultural events.

The Rizzo Associates Parking Study also identified that the existing roadway system providing access to downtown operates at or near capacity during commuter peak hours and will act as a constraint for the amount of new parking that can be accessed during these hours. Rizzo Associates noted that while the Ross Garage provides needed parking spaces in downtown, it is in need of renovations. Access to the garage is also difficult due to traffic congestion along both Hancock Street and Granite Street.

The Study recommends construction of a new municipal parking facility on the Hancock Lot with 500-800 public spaces to replace the existing surface parking and support the redevelopment of the lot. In addition, the Study recommends the refurbishment or replacement of the Ross Garage to provide 1,000 to 1,500 public spaces. Design and operational considerations at these facilities include:

- Providing new or improved access to the Ross Garage site to increase its coverage area and visibility.
- Constructing a new facility or renovating the Ross Garage to a more secure and safe environment for patrons.

- Providing rate structures for short-term parking that do not increase on-street parking demands and long-term rate structures that meet employee demands, but do not encourage high levels of auto use for commuting.

12.02 (2) Section 1.10: Description of Market Context

12.02 (2) Section 1.10.1: Downtown Vision Plan

The following are excerpts of the Market Context taken from the Downtown Vision Plan (Attachment M) report prepared by Goody Clancy, dated May 2006 and included as Attachment 6 to this document. For the full section, refer to attached report, pages 16-19.

Quincy Center is in an excellent position to take further advantage of a strong housing market and reap the commercial benefits of bringing people back to downtown. The market for new housing in Quincy reflects the aging population and an increase in young professionals with no children. This demand can be met by providing multi-family housing in downtown locations. For example, a 300-unit residential building was built in the downtown area last year and is already 100% occupied. Development of a new customer based downtown, specifically, residents of proposed new mixed-use buildings, will broaden opportunities for the business community.

The recommendation to develop a mixed-use project with housing close to the commercial activity along Hancock Street reflects four key considerations:

- *Hancock Street has experienced the most visible disinvestments in Quincy Center and its blighted qualities undermine the entire area's market potential.*
- *Quincy Center Station provides a strong link to Boston-area jobs and entertainment, real attractions for potential downtown residents.*
- *Quincy Center can support significant diversification of uses-particularly the addition of housing units, which will benefit existing retail by adding new customers to the downtown market.*
- *Quincy Center offers sites (in particular, the 5-acre municipal lot) large enough to accommodate the critical mass of development and new parking needed to create a regionally competitive urban district.*

12.02 (2) Section 1.10.2: Market Context and Comparison of Quincy Center and the URD Area (Map 12.02 (1) (A4))

This section presents an analysis of the historic development patterns in the City of Quincy, Quincy Center and the Urban Revitalization District (URD) over the last 40 years. This summary is included to provide a market context of how major development has been attracted to Quincy Center, but not so much to the URD, during different time-periods over the last 40 years. In addition, this section serves as a proxy for a market analysis, which the City of Quincy will have prepared at a later date, in reaction to different proposals provided by a potential developer(s) for the Hancock Lot and/or Ross Garage. Map 12.02 (1) (A4) shows development trends in Quincy over the past 40 years.

Following are some of the facts comparing the larger Quincy Center District to the URD, which is a component of Quincy Center:

- Quincy Center contains approximately 113 acres, which represents 1.3% of the City of Quincy land area, and the URD, which is a sub-section of Quincy Center, contains approximately 55 acres, or 49% of Quincy Center.
- Quincy Center is improved with over 5.76 million square feet (m SF) of gross building area, which represents about 5% of the building area in the City. Within Quincy Center, the URD has approximately 2.0 m SF of building area, which represents about 35% of the building area in Quincy Center.
- The commercial building component in Quincy Center (3.6 m SF) represents about 22% of the commercial building supply in the City, and indicates that Quincy Center is an important commercial (office/retail) component to the overall base.¹ In addition, Quincy Center is a major governmental and educational hub in the City, as it has nearly 1.2 million SF of building area for these uses, which includes Quincy City Hall, Norfolk County Courthouse, Quincy High School and Quincy College, to name a few.
- Approximately 66% of the building area in Quincy Center was developed in the last 40 years, and these buildings are highlighted in Map 12.02 (1) A-4 by different periods. Development trends between 1995 and 2005 indicate Quincy Center attracted 0.8 m SF of new development including two new residential projects of 0.5 m SF. This recent development in Quincy Center, as show in Table 1, represents 9% of the increase in the City's residential development since 1995. This recent development also accounts for 60% of the residential supply in Quincy Center. However, none of this residential development has occurred in the URD. The two major projects that did get built in Quincy Center (but not the URD) are Ten Faxon Place and Munroe Place, and both of these project were received well by the market.

Quincy Center has also attracted 2.4 m SF of commercial development over the last forty years. Most recently was the significant investment to renovate completely the Quincy Mutual Fire Insurance property, which is in the URD. Other major office development in Quincy Center (but outside the URD) included Presidents Place (1988) and the corporate headquarters for Stop n' Shop (1984). Quincy Center also enjoyed retail expansion with two projects on the west side of Burgin Parkway. In the URD, a few commercial buildings were also constructed, however they equated to only 14% of the activity in Quincy Center over the last 40 years, and the recent Quincy Mutual renovation accounted for one-third of the activity in the URD.

Quincy Center also experienced the expansion of 0.7 million SF in governmental buildings during the last 40 years, and the Ross Garage structure which was initially built in 1965 but expanded in the 1980s, represented about 45% of this development. Other governmental buildings built during the last forty years include portions of Quincy High School and the Norfolk County Courthouse. In total, the

¹ Information regarding existing conditions in the City of Quincy and Quincy Center were obtained from a database of individual properties prepared by the City of Quincy Department of Planning and Community Development updated with data provided by the City of Quincy Board of Assessors for Fiscal Year 2006.

URD captured 17% of the post-1964 development including the Ross garage. If the Ross Garage was removed, then effectively the URD captured only 10% of the development activity.

In summary, nearly 66% of the current building supply in Quincy Center has been developed at different stages since 1965. The URD, however, has captured less than 17% of this activity. If the Ross Garage was excluded, then the URD captured only 10% of what was developed in Quincy Center over the last 40 years. The reasons for such little development in the URD are multiple, and they would include constraints in the URD associated with small lot sizes, antiquated zoning and locational constraints associated with internal poor access. Making the Hancock Lot and Ross Garage available for future development should reverse this trend, especially in light of the recent zoning change and the improvement to internal circulation because of the Concourse project.

Table 1 Quincy Center: Comparison of Development Trends by Use

		Building Development by Period					
Development By Use (SF)		1965-1974	1975-1984	1985-1994	1995-2005	Subtotal	% of Total
Residential							
Quincy	3,798,528	3,947,357	5,784,558	6,417,591	19,948,034	26%	
Quincy Center	87,057	85,846	0	549,990	722,893	78%	
Urban Revitalization District	0	0	0	0	0	0%	
URD as % of QC		0%	0%	--	0%	0%	--
Commercial [1]							
Quincy	5,365,471	1,404,681	4,257,306	2,752,637	13,780,095	83%	
Quincy Center	369,277	1,016,153	777,246	236,004	2,398,680	66%	
Urban Revitalization District	63,296	50,968	107,103	111,955	333,322	0%	
URD as % of QC		17%	5%	14%	47%	14%	--
Governmental [2]							
Quincy	863,122	827,932	1,279,301	643,217	3,613,572	31%	
Quincy Center	334,010	306,391	33,339	0	673,740	56%	
Urban Revitalization District	4,484	306,391	0	0	310,875	0%	
URD as % of QC		1%	100%	0%	--	46%	--
Total Building							
Quincy	10,027,121	6,179,970	11,321,165	9,813,445	37,341,701	35%	
Quincy Center	790,344	1,408,390	810,585	785,994	3,795,313	66%	
Urban Revitalization District	67,780	357,359	107,103	111,955	644,197	32%	
URD as % of QC		9%	25%	13%	14%	17%	--

[1] Includes Stop & Shop office building (417,812 SF) built in 1984 (Use code 9070) and Quincy Mutual Fire Insurance (Major Rehab in 1999)

[2] Includes Ross Garage (306,391 SF) built in 1965 & expanded in 1980 in 1975 - 1984

Source: City of Quincy & RKG Associates, Inc.

Downtown Quincy Market

Quincy is poised for urban revitalization with many unique advantages such as access, transit connectivity and a historic fabric. Over the years, the City has transitioned from a blue-collar neighborhood to a mixed market with young professionals and families, with a mix of housing products and prices. But along with these advantages, Downtown Quincy is disadvantaged compared with some other downtown markets in and around Boston as it lacks a “sense of place” and amenities such as a good pedestrian environment, open spaces and attractive retail venues.

Recent demographic trends show that there is likely to be population growth in Downtown Quincy and within a 3-mile radius. The growth will mostly come from young single people and young families (two working individuals with/ without children). Recent notable housing development in and around Downtown Quincy has been multifamily development with a mix of conventional apartments, condominiums and loft-style housing. Some examples include – Granite Lofts, Residences at Munroe Place, and Ten Faxon. These new housing projects have provided a range of products to the Quincy market, with condominiums ranging from around \$220,000 to \$625,000. Rental apartment costs range from \$1,000 to \$2,400 for one-bedroom and two-bedroom units.

Quincy's retail ranges from downtown main-street type stores to large big-box centers. Downtown competes with two major retail centers located within a 10-mile radius – South Shore Plaza and Derby Street Shops. South Shore Plaza is a typical regional mall with major retail chains such as Filene's, Macy's and Sears. Derby Street Shops has a mix of traditional and lifestyle tenants such as Crate and Barrel and Barnes and Noble. Other retail centers in Hingham and Braintree also compete for the Quincy market. Downtown Quincy has a good stock of restaurants, with a mix of locally owned places to national chains such as Chili's, Applebee's etc.

One of the challenges facing Downtown Quincy is that existing retail businesses are unable to attract people from the surrounding areas. Older buildings in disrepair give downtown a blighted appearance and cannot compete with area malls. Using its historic fabric and downtown main-street feel to its advantage, the City can make the area an attractive retail market.

12.02 (2) SECTION 2: AREA ELIGIBILITY DESIGNATION

In order to designate the Project Area as an Urban Renewal Area, the PCD is required to make a finding that the Project Area is either substandard, decadent, or blighted open in accordance with the Regulations under M.G.L. Chapter 121B. Such a designation will enable the City to undertake certain revitalization activities to stimulate economic development within the Project Area. Consequently, this Plan assembles data from a variety of sources to support its recommendation that the Project Area is decadent and that it is improbable that the Area will be redeveloped by the ordinary operations of private enterprise. The data includes City records identifying parcel ownership, land and building assessments, square footage of land and buildings, building usage, and utility or other types of easements. In addition, site inspections and evaluations were completed for each parcel and building in the Project Area.

Undertaking urban renewal action, such as the taking of private property, requires that a Project Area be determined to be substandard, decadent or blighted open. The most appropriate finding for the Project Area is that it is decadent. *Decadent* is defined as:

Decadent – an area which is detrimental to the sound growth of a community as a result of the existence of buildings which are out of repair, physically deteriorated, unfit for human habitation, obsolete, or in need of major maintenance or repair, or because much of the real estate in recent years has been sold, or taken for nonpayment of taxes upon foreclosure of mortgages, or because buildings have been torn down and not replaced and under existing conditions it is improbable that the buildings will be replaced, or because of a substantial change in business or economic conditions, or because of inadequate light, air, or open space,

or because of excessive land coverage or because diversity of ownership, irregular lot sizes or obsolete street patterns make it improbable that the area will be redeveloped by the ordinary operations of private enterprise, or by reason of any combination of the foregoing conditions. (760 CMR 12.01)

The PCD finds that the Project Area constitutes a decadent area. The conditions of the Project Area have existed for decades and show little signs of turnaround. With little exception, no significant private investment has occurred in most of the properties for over fifty years. As described in the Land Ownership narrative in 12.02 (2) Section 1.5, though a handful of properties are large enough to attract private capital and investment, the overwhelming majority lack the minimum lot size required to meet current zoning regulations and implement significant changes. National chain retailers may require and certainly prefer larger floor spaces, which would be infeasible on these properties. Housing, while a permitted and encouraged use, cannot be developed on these small lots in the numbers necessary to create the neighborhood and critical mass to truly bring housing back to downtown. The ordinary operations of private enterprise, acting alone, are unlikely to reverse these trends.

12.02 (2) SECTION 3: AREA ELIGIBILITY FINDINGS

As described below, the Project Area can be considered decadent because redevelopment has been hindered because of underutilized land, diversity of parcel ownership, irregular lot sizes, obsolete street patterns, inadequate access and inadequate public infrastructure.

12.02 (2) Section 3.1: Buildings in Poor Condition

Finding: 53% of buildings within the project area are either in moderate disrepair or severe disrepair condition.

Based on the building conditions survey documented in Section 12.02 (2) Section 1.6, a majority of buildings within the Project Area are classified as in “Moderate Disrepair” or “Severe Disrepair”. They require extensive investments for repair and maintenance for improving the façade (siding, windows) and building features such as porches, entrances and roofs. In a large number of cases, building frontages were well maintained but the rear portion showed severe disrepair. Many buildings did not meet current code requirements.

12.02 (2) Section 3.2: Change in Business and Economic Conditions

Finding: 84% of the buildings within the Project Area are 45 years or older and unsuitable to meet current business and economic conditions.

A large percent of buildings (84%) within the Project Area were built in or before the 1960s and therefore have old floor-plan designs, inefficient heating and cooling systems and require repair. Shop & Stop’s planned improvements to its headquarters building and plans to renovate 1400 Hancock Street show evidence that current office space is not supportive of business needs.

12.02 (2) Section 3.3: Excessive Land Coverage Resulting in Inadequate Light, Air Or Open Space

Finding: Current development patterns show properties with inadequate light, air or open space

Map 12.02 (1) (c1) illustrates parcels and building footprints within the Project Area. Along major roadways such as Hancock Street and Cottage Avenue, buildings are densely packed almost entirely occupying their parcels. This creates a lack of adequate light and circulation space in and around the buildings. Additionally, the only open space within the Project Area is the Hancock Cemetery site. Hence, there are no opportunities for active or passive recreation necessary to support area employees and residents.

12.02 (2) Section 3.4: Vacant or Underutilized Parcels

Finding: Of a total of just over 42 acres of developable lot area within the Project Area (excluding streets and railroad property) approximately 13 acres or almost 34% is vacant or used for parking.

Based on the field survey information, along with information from PCD described in the “Existing Land Use” narrative in *Section 12.02 (2) Section 1.7*, approximately 25% of the developable lot area within the Project Area is used exclusively for public parking. Almost 3% of the land area is currently vacant. Land use exclusively for private make up about 2% of the area, adding up the underdeveloped or undeveloped land to 30%. This does not include parcels such as 1400 Hancock Street, which is partially used for parking.

Public parking at both the Hancock Lot and Ross Garage is underused. This indicates the potential for much more development in the Project Area. Even though parking will be an important component of any redevelopment effort, it can be accommodated in new additional garage space, thus opening up large lots, such as the Hancock Lot, for redevelopment.

12.02 (2) Section 3.5: Poor Vehicle Access and Circulation

Finding: Narrow streets, streets in disrepair and poor vehicular access are a hindrance to the redevelopment of the Project Area.

Field investigations and various studies have concluded that vehicular access into the downtown area is poor. As illustrated on Figure 12.02 (1) (f1), the streets are narrow and the street pattern is disconnected, confusing, and affects the efficient flow of traffic. One clear example of this within the Project Area is at the Hancock Street and Washington Street intersection near the United First Parish Church. Another example is the Granite Street and Hancock Street intersection, whose skewed design causes confusion to both vehicles and pedestrians. The circulation pattern for pedestrians is also uncoordinated and often conflicts with the flow of vehicular traffic while the Concourse project will improve the traffic flow on the eastern side of the Project Area, improvements at the intersections described above will be required to allow an efficient flow of traffic.

12.02 (2) Section 3.6: Poor Pedestrian Access and Circulation

Finding: Poor sidewalk conditions, the lack of pedestrian amenities and conflicts with vehicular traffic makes pedestrian circulation difficult in the Project Area.

Many of the sidewalks throughout the Project Area are in general disrepair. The downtown is not fully handicap accessible and pedestrian amenities are sparse, making pedestrian circulation unappealing and potentially dangerous. In addition, many conflicts between pedestrian and vehicular circulation will need to be improved to encourage more retail use. The Quincy Center Subway Station is a great resource to local residents, employees and visitors. But poor pedestrian connectivity hampers the efficient use of this Station. This URDP proposes to construct streetscape improvements, small public gathering spaces and pedestrian improvements throughout the Project Area to make this a more comfortable environment for pedestrian circulation.

12.02 (2) Section 3.7: Underutilization of Land Based on Current Zoning

Finding: Based on the current zoning designation for the Project Area, the existing land area can support a much denser development, resulting in more building square footage that could be used for more housing, employment and tax revenue.

Currently, buildings in the downtown area contain 2,002,833 square feet of usable space. However, current zoning will allow up to 3 million square feet of building development in the Project Area. Therefore, the Project Area is greatly underutilized based on current zoning regulations. The recent zoning changes have been the first step towards accomplishing higher densities, but small lot sizes do not encourage such large development projects. Hence, public actions are necessary to assemble parcels and create land for new, denser development to occur.

12.02 (2) Section 3.8: Diversity of Land Ownership and Irregular Lot Size

Finding: Small and irregular lot size maximizes problems of assembling development parcels.

The ownership and use of the privately owned land within the Project Area are quite varied. As referenced in the Land Ownership description 12.02 (2) Section 1.5, the Project Area has many different private landowners and, in general, parcels are small and irregular in shape. It is also evident from historic development patterns in Quincy that most blocks within the Project Area have long and narrow parcels with frontage on major roads, providing limited access to larger parcels. One example of this is the Hancock Parking Lot, which has limited access and almost no frontage on Hancock Street and Foster Street.

Additionally, the proposed Concourse requires partial acquisition of some parcels. Many of these parcels are more likely to be redeveloped if consolidated with other parcels. Currently, there are a limited number of large parcels of land that can accommodate major redevelopment or expansion. As a result, businesses that wish to relocate or expand into the area must now assemble land, which is a major challenge for large redevelopments. Actions to assemble large

parcels for redevelopment and expansion are necessary. Major development projects serve as an encouragement to the future upgrading of smaller parcels that are not the subject of assemblage.

12.02 (2) SECTION 4: URDP CONFORMITY TO LOCAL COMPREHENSIVE PLAN

This URDP is also in conformance with the Quincy Downtown Vision, Framework, and Strategy (completed in August 2006). This document is the most recent comprehensive master plan undertaken for Quincy Center. The following are key elements of the plan:

➤ *Increases City's Tax Base*

The comprehensive plan recommends undertaking actions that contribute toward increasing the tax base. Presently, the Project Area contributes approximately \$2,203,707 (2006) annually in tax revenue.

➤ *Encourages High Value Construction and Land Use*

The comprehensive plan recommends the use of zoning, code enforcement and urban renewal activities to change land from low value uses to high value uses.

➤ *Uses State and Federal Aids for Low and Moderate Income Housing, Social Services, Environmental Improvements and Long Term Investments in Utilities, Streets and Redevelopment*

The bulk of the expenditures proposed in this URP are infrastructure related, such as roadway improvements, streetscape improvements, parking improvements and open space improvements.

➤ *Encourages Proper Development by Aiding Private Developers*

The City of Quincy EDIP (Economic Development Incentive Program), now in place, encourages developers to invest in the URD Area by granting incentives to developers or owners who choose to privately redevelop their properties. In addition, the basic infrastructure upgrades provided in the Plan are also intended to assist them.

This program is designed by the State to stimulate business growth and attract/retain businesses in specific Economic Target Areas (ETAs). The Massachusetts Office of Business Development administers EDIP.

The primary benefit of EDIP is that Quincy, as a primary ETA, can utilize the Tax Increment Financing program, which offers property tax relief by the City to a prospective company. On June 6, 2005, the City Council passed the Quincy Center Master Tax Increment Financing (TIF) zone. Any new business planning on locating in Quincy Center or any existing business expanding to 25% greater than their current size would be eligible to a modest 5% cut of the increase in valuation.

➤ *Planning Board URDP Conclusions*

At the November 8, 2006 meeting, the Planning Board voted to report the following to the Planning Director of the City's Office of Planning and Community Development, the Mayor, and the Quincy City Council (Attachment C):

1. We have reviewed the Quincy Center District Urban Revitalization and Development Plan (the "Plan");

we concur in the findings set forth in the Plan that the Project Area is a decadent area; and

we find that the Plan is based upon a local survey and conforms to the comprehensive planning that has been completed in the City as a whole.

2. Recommend that the Quincy City Council approve the Quincy Center District Urban Revitalization and Development Plan, and authorize the Mayor of the City to proceed with the recommended land acquisition and disposition activities on the City's behalf as set forth in the Plan.

12.02 (3): PROJECT OBJECTIVES

12.02 (3) SECTION 1: URBAN RENEWAL DISTRICT GOALS AND OBJECTIVES

Once the meeting spot for Quincy's many and varied neighborhoods, Quincy Center today is underutilized and under appreciated. However, Quincy Center is currently on the threshold of the most significant and positive redevelopment of the downtown in many generations. This redevelopment is an outgrowth of many recent studies and recommendations attached to this report, such as the Quincy Center Action Plan (1996), Downtown Quincy Parking Study (2005), Quincy Center District Design Guidelines (2005), Quincy Downtown Vision, Framework and Strategy (2006) and Town Brook Drainage Assessment (2006).

Over the last two years, the City of Quincy has made significant strides towards preparing a strategy for downtown revitalization through an extensive public participation process. These planning efforts are summarized in the *Quincy Downtown Vision, Framework and Strategy*, and *Design Guidelines* produced by Goody Clancy for the City of Quincy in 2005-2006. Starting with the creation of the Downtown Redevelopment Committee in the spring of 2003, a series of public forums, and two community planning charrettes, the City examined past revitalization efforts while analyzing current conditions. As a result of all these efforts, the community envisions the following goals and associated objectives. For the Project Area to realize its full potential and become competitive with other regional destinations, Downtown Quincy must become:

- ***Goal: A mixed-use center of choice: a district of shopping, housing, services, entertainment, and of commerce built around Hancock Street as Quincy's "Main Street".***

Objectives:

- A premier retail destination is planned at the Ross Garage site and along the Hancock Street frontage of the proposed Hancock Parking Lot redevelopment to create a premier retail destination, with a range of retail facilities, that will draw residents of Quincy back to the center and will attract new shoppers from the South Shore and metropolitan Boston. New residential development will expand downtown housing options, located above first floor retail, and available to a variety of age groups, various household compositions (including seniors, empty nesters, and young professionals), and income groups.
- To promote Quincy as an entertainment and tourist destination, with a clear strategy to market the City's unique history. The Adams Green project will jump-start this initiative by improving accessibility to three important historic landmarks in the City.
- New parking facilities at the Ross Garage and Hancock Parking Lot site will address a comprehensive public parking strategy for downtown that supports businesses and residences; sets on-street parking requirements; provides for the refurbishment of existing structured parking facilities; details the construction of efficient and aesthetically pleasing new parking facilities; explores the potential for shared parking; and allows for loading/unloading zones for use by businesses and property owners.

- New housing development will support affordable housing in downtown by utilizing the City's Inclusionary Zoning Ordinance (IZO), HUD's CDBG, HOME and McKinney Homeless Assistance funds, and any new state or federal affordable housing initiatives or programs.

➤ ***Goal: A place of celebration and community: a downtown district that blends old and new, historic and current styles, conveying the district's diverse quality and character.***

Objectives:

- New open spaces, signage and streetscape treatment will promote the celebration of Quincy Center's historic resources by coordinating activities with the National Park Service, to describe locally significant stories contained in the historic landmarks, and continuing to conduct "special events" that draw attention to historic sites while attracting people to the downtown.
- The proposed developments will ensure the preservation of historic resources by coordinating closely with the Quincy Historic District regulations for planning and design of projects located near historic resources, and by supplementing them with sensitively designed new construction that does not diminish the quality of historic resource.
- The Adams Green project will enhance downtown public space by creating social and public gathering spaces in the heart of downtown's core along Hancock Street, creating of additional smaller squares that serve as significant public spaces, and encouraging developers to provide additional landscaping, lighting, and similar elements that enriches the character and quality of downtown.

➤ ***A place of sustainable development and enterprise: A district that invites investment, creates jobs, and provides entrepreneurial opportunities to benefit the City and community.***

Objectives:

- To offer tax incentives (Quincy Center Master Tax Increment Financing) to encourage new business growth and to reward existing businesses that substantially expand its operations.
- New office and retail building spaces will attract new businesses to downtown by creating accessible development sites, enhancing their marketability and promoting redevelopment of under-utilized land
- The City will ensure that developers will follow the Quincy Center District Zoning and the Quincy Center District Design Guidelines, which put forth the community's vision for downtown revitalization and promote sound site planning and building design and development.
- URDP proposed acquisition will also foster the creation of sites of sufficient size and with appropriate access and improvements, so that new construction is encouraged and sound redevelopment is facilitated.

➤ ***A multi-modal destination: a downtown that encourages transit usage and provides a safe environment for pedestrians, bicyclists and vehicles.***

Objectives:

- Streetscapes along major roadways will foster a pedestrian-friendly environment by encouraging first floor retail uses, introducing well-designed street furniture and lighting that is

unified throughout the district, recognizing and defining major pedestrian access points to the downtown and ensure safe connections between adjacent facilities and uses.

- The Adams Green project will efficiently utilize Quincy's transit infrastructure, and improve connectivity to the transit station,
- Vehicular improvements at the Granite Street and Hancock Street intersection, in addition to intersection improvements at major crossings, will: foster a network of streets that improve vehicular traffic connectivity in and around downtown; offer frequent and safe crossing points for pedestrians; calm traffic; preserve view corridors; enhance district gateways; and provide efficient access to parking facilities and developments.

12.02 (3) SECTION 2: OVERALL REDEVELOPMENT STRATEGY

This URDP establishes the Quincy Center Urban Revitalization District (the "Project Area"), a 30-acre urban renewal area comprising a portion of the new Quincy Center zoning districts. It identifies two key City-owned parcels for redevelopment, the Hancock Lot and the Ross Garage area. In addition, this URDP compiles information necessary to assist private investors in understanding the City's work with the community and to develop goals, objectives and requirements for development in the Project Area. This plan will also give the City the ability to negotiate directly with potential developers for the redevelopment of these parcels, and will also provide a mechanism for acquiring select parcels necessary to accomplish redevelopment objectives. Finally, it identifies certain public actions necessary to make the Quincy Center URD a more pedestrian friendly area, with streetscape improvements, new open space elements and traffic calming measures at key intersections.

Quincy Center Redevelopment Vision:

Two major City-owned assets are located in the Project Area, the Hancock Parking Lot and the Ross Garage. The redevelopment of these two parcels will serve as the catalyst for the revitalization of the Quincy Center URD, as they are large enough to provide significant value to a developer interested in bringing first class retail/housing/office space to downtown Quincy. This will be further supported by other private development that has been envisioned by major property holders within the URDP area, such as Stop & Shop's plan for building a new office building and renovating their existing headquarters.

The Hancock Lot Area:

The Hancock Parking Lot, a five-acre site currently used for surface parking with a capacity of approximately 525 cars, is greatly underutilized and provides an opportunity for significant new development in the downtown. With the construction of the new Concourse roadway, the Hancock Lot will have improved access and frontage on a major new thoroughfare. Future development on the Hancock Lot will include a mix of residential and retail uses, improved traffic circulation and new open spaces. As illustrated in Map 12.02 (1) (k), three to four storied residential buildings will front the new Concourse, defining a solid edge for the roadway. These will be served by a 750-space parking garage, which will provide parking for the new development and replace 250 spaces on the Hancock Lot. In addition to the Hancock Parking Lot, three parcels, DU63 (common ownership) and DU67 (shown on Map 12.02 (1) (c1)) will be acquired to improve access and visibility to the site and support development and the creation of new open space.

The City anticipates the new development will need new internal roads to provide additional access from Cottage Avenue and Hancock Street. New buildings fronting Hancock Street and Cottage Avenue will be multi-use, with retail on the first level and residential above. Overall the development around the Hancock Parking Lot is anticipated to add 400 residential units, about 50,000 square feet of retail/commercial uses and 750 new parking spaces.

Accordingly, the City intends to identify a major developer, which shares the City's vision of a vibrant, mixed-use city center with housing and office space located above retail space. The five acres of the Hancock Lot will be made available for redevelopment with a commitment to replace, at a minimum, around 250 parking spaces.

The Ross Garage Area:

The Ross Garage, with 843 parking spaces, is a 5.3-acre site located behind the buildings that front on the proposed Concourse. The garage is currently underutilized and planned for redevelopment as part of the URDP. The Concourse will also improve site frontage and access opening up the area in and around the garage for private development. The vision for the Ross Garage area is illustrated on Map 12.02 (1) (k).

This City-owned property provides the Downtown area an ideal location to attract a major retailer and as a result, bring more jobs, tax dollars and revitalization for the surrounding area. The retail center would be located at the center of the Ross Garage site, with access from both Granite Street and the Concourse along an upgraded Rossway. A four-storied office building would provide frontage on Granite Street and conceal the parking garage and replace the Ross Garage. Parking garages on either side would flank the retail center, with the southern parking garage serving both the residential tower and the retail center. Rossway, which currently serves the garage, will be expanded and improved to create an alternate north-south access way parallel to Hancock Street. This improved street will be the primary access way to serve the retail and office destinations. Overall, the development at the Ross Garage site is anticipated to add in almost 200,000 square feet of new retail and office. The parking garages proposed as part of the project will support 800 spaces shared between the residential and retail uses.

In addition to the Ross Garage site, one parcel, DU142 (shown on Map 12.02 (1) (c1)) will be acquired to improve access and visibility to the site and support development and the creation of new open space.

As the Hancock Lot and Ross Garage site are being redeveloped, the City will prepare a phasing plan to provide adequate replacement parking space while the current parking on these lots is not available for public use.

12.02 (3) SECTION 3: PROPOSED PUBLIC SPACES AND STREETScape IMPROVEMENTS

The redevelopment of the Ross Garage and the Hancock Parking Lot will be accompanied by improvements to the open space, vehicular environment and pedestrian amenities. Downtown Quincy is uniquely placed due to its transit accessibility, but safe and accessible connections to the Quincy Center Station are necessary to encourage transit usage from these new developments. The following improvements are recommended as part of the UDRP:

The Adams Green Project: The Goody Clancy Plan recommended the realignment of Hancock Street at Granite Street to create a new public space that would improve both traffic flow and pedestrian movement around that difficult intersection. Adams Green, a new “Town Green” will be located between the Hancock Cemetery, Old City Hall and the United First Parish Church. The project involves the removal of Hancock Street as a major roadway between these locations and rerouting through traffic along Washington Street. A landscaped park, with limited access for local traffic, will be created. This project will create a vital new pedestrian link between the Quincy Center MBTA Red Line Station and new development proposed in the URDP. Enhancement of the City’s considerable historic structures and overall beautification of Quincy Center are also critical components to revitalization. The City is currently working on the design and conceptual plans for the Adams Green Project.

Roadway Improvements: An important component of the URDP is infrastructure improvements to enhance the pedestrian environment within the Project Area. As documented in Section 2 and Section 3, lack of good pedestrian connectivity has hampered economic development and detracted from the downtown environment. In the first phase, the City will focus on streets that directly connect the new development to the transit area and retail center.

These will include:

Roadway Improvements	
Hancock Street	From Granite Street to School Street
Granite Street	From Burgin Parkway to Hancock Street
Chestnut/Dennis Ryan Pkwy	From Hancock Street to Revere Road
Cottage Avenue	From Chestnut Street to Hancock Street
Cliveden Street	From Hancock Street to Rossway
Rossway	From Granite Street to Concourse
Concourse	From Burgin Parkway to Washington Street
Hancock Court	From Hancock Street to School Street

Street System A & B: Includes pavement 45-52' wide or 38-40' wide, granite curb and HC curbcuts, 25' decorative street lighting, Furnishings (benches, bike racks, trash containers, bus shelters, banners, signage), 10-15' wide concrete sidewalks w/some decorative edging, painted crosswalks , 3-4" trees at 20' oc, includes demo and reconstruction of roadway, or cold plane and resurface at similar cost.

Intersection Improvements: Pedestrian improvements at strategic intersections will improve flow of both vehicles and people and tie in with the streetscape improvements. The following intersections will have improvements for crosswalks, signage, ADA (Americans with Disabilities Act) compliant ramps, lighting and landscape. The intersection will be realigned if necessary to improve traffic flow:

Public Space Systems	
Hancock Street	At Cottage Avenue
Hancock Street	At Granite Street
Chestnut Street	At Cottage Avenue
Concourse	At Mechanic Street
Concourse	At Dennis Ryan Parkway
Hancock Court	At Parkingway

Public Space System: 50% paving, furnishings (benches, trash containers, special lighting and electrical systems, bike racks), 3-4" c trees at 15'oc, planters for annuals and other plant materials, public art installations, related infrastructure, and demolition.

12.02 (3) SECTION 4: ZONING (MAP 12.02 (1) (a2))

As illustrated in Figure 12.02 (1) (a2) (Newly Adopted Zoning), the Project Area primarily consists of two zoning districts based on the City's new zoning category - the Quincy Center Zoning Districts (QCZD). This rezoning, approved by the Quincy City Council on February 22, 2005, is a key component for revitalizing Downtown. The new zoning is intended to channel development toward underutilized sites within Quincy Center; to encourage mixed-use development; to encourage new development in areas accessible to public transit; to provide a predictable, clear and understandable process for the review of new development; to foster an economy that promotes opportunity for Quincy residents by creating new jobs; to enhance the architectural character of the downtown; to encourage ground floor uses within the district that serve the public; to improve traffic access and circulation; and to create active pedestrian and street life in the downtown.

The newly adopted Quincy Center Zoning Districts replaces the "Business C" district that regulated development within the Project Area. As discussed earlier, minimal development activity within Quincy Center, and more specifically in the URD, over the past few decades has been attributed, in part, to the former zoning requirements. These regulations encouraged suburban-style development patterns, with minimum required setbacks of 60 feet. Excessive off-street parking requirements did not take into consideration transit infrastructure in the area. Additionally, building heights were restricted to six stories. This resulted in some low-density developments surrounded by large parking lots, incompatible with the historic main-street character. The required variances and the long permitting process also discouraged developers interested in mixed-use high-density developments.

The new zoning replaces these regulations with increased height allowances up to 15 stories in the QCZD-15 area and 10 stories in the QCZD-10 area, in addition to easing density and on-site parking requirements. It encourages both housing and commercial uses in Quincy Center. The new zoning also includes a simplified permitting process by establishing the City's Planning Board as the Special Permit Granting Authority for all projects within the new District. These new regulations will remove the major roadblocks often attributed to redevelopment efforts by making projects more cost effective

for the developer and creating an environment that maximizes the limited redevelopment space within downtown.

The City's commitment to the creation of affordable housing is also reflected in the Zoning Regulations. On June 4, 2001, the City of Quincy passed an Inclusionary Zoning Ordinance that established an Affordable Housing Trust Fund and an Affordable Housing Trust Fund Committee. Developers seeking a variance or special permit for the development of residential units are required to allocate 10% of the total housing units as affordable housing. The developers also have the option to provide 10% of off-site affordable units or cash compensation (50% of total development costs for building 10% of affordable units). This ordinance has already created 21 affordable housing units in the City, with more than 20 additional units currently under negotiation, and over \$2 million in funds to the Affordable Housing Trust Fund.

12.02 (3) SECTION 5: JOB ANALYSIS

One of the objectives of the redevelopment program in Quincy Center is to increase the job base in the downtown and more specifically in the URD, since daytime employees are key consumers to assist in strengthening the retail base. The redevelopment plan consists of proposals for three major sites in Quincy Center, which include the Hancock lots, the Ross Garage site and the Stop & Shop headquarters/1400 Hancock Street.

As shown in Table 1, 400 condominium units with street level commercial space are proposed for the Hancock lot, while 190,000 SF of retail/commercial space is planned for the Ross Garage site. The proposed expansion of Stop & Shop consists of the renovation of two buildings and the construction of a new one.

Table 12.02 (3) 1: Quincy Center: Proposed Redevelopment Program & Potential Employment Retention/Creation

Use	Hancock Lot	Ross Garage	Stop 'n Shop/ 1400 Hancock
	400		
Residential	Condominiums		
Commercial	50,000 SF	40,000 SF	
Retail		150,000 SF	
Office-New			200,000 SF
Office-Renovation			334,000 SF
Retention of jobs	-0-	-0-	900 jobs
Net Change in			460 to
Employment	-0-	200 jobs	700 jobs

Source: City of Quincy, BSC Group, Urban Land Institute & RKG Associates, Inc.

All the proposed development would occur within the URD, and would likely be completed during the next five years (Phase I). Utilizing employment to building size standards obtained from the Urban Land Institute, an estimated net change of 660 to 900 jobs would result for the proposed redevelopment, as well as the retention of 900 existing jobs.

As shown above, no net change in jobs is anticipated for the redevelopment of the Hancock Lot, since the proposed commercial space would be equivalent to what currently exists on the parcels that would be assembled and razed. For the redevelopment proposed for the Ross Garage, a net change of 200 jobs is estimated (250 new jobs, less 50 jobs at existing businesses).

The redevelopment proposed for the Stop & Shop headquarter expansion would effectively retain 900 existing jobs, as well as provide additional office space for another 400 to 600 new workers in association with their expansion. Another 60 to 100 jobs would also be created at the repositioned retail space on the first two levels of their existing headquarters. This increase in daytime population, coupled with new residential households at the proposed condominium units, would stimulate additional retail demand in downtown Quincy.

12.02 (4): FINANCIAL PLAN

The following costs have been estimated for the implementation of the urban renewal activities described in this report. Following is a summary of the elements included in the cost estimate shown in the Table at the end of this section.

12.02 (4) SECTION 1: ESTIMATED LAND ACQUISITION COSTS

The estimated cost for proposed acquisitions is shown in 12.02 (4) Section 7.1 and is based on assessed values of the properties to be acquired. A detailed appraisal will be conducted to evaluate the current property values before any formal actions for acquisition are undertaken.

12.02 (4) SECTION 2: SITE PREPARATION COSTS.

Detailed costs for site preparation are described in 12.02 (4) Section 7.1. The costs are based on similar projects within the Quincy Center area. The parcels to be acquired will be tested for hazardous materials before any demolition is started. The site preparation will include building demolition, foundation removal and clearance of any hazardous materials on the site.

12.02 (4) SECTION 3: PUBLIC IMPROVEMENT COSTS.

Detailed cost estimates of all proposed public improvements in the Project Area is as follows:

- Streetscape improvements (Phase I & II)
- Intersection improvements
- New public spaces

12.02 (4) SECTION 4: RELOCATION EXPENSES

Preliminary expenses for relocation are documented in 12.02 (4) Section 7.1. A detailed list of existing tenants on the properties to be acquired is also attached to the report. All businesses and residents displaced by public action will receive relocation assistance and payment under the Massachusetts General Laws Chapter 79A of CMR 27.02 and 27.03. A detailed relocation study will be conducted to determine the relocation costs.

12.02 (4) SECTION 5: PROJECT COSTS

Detailed cost estimates for the Project are provided below. For purposes of this Section, gross project cost shall consist of the total of all costs associated with the Project, including but not limited to planning, disposition of land, improvements to the area, and financing and administrative costs. The net project cost for the Project shall be the gross project cost less revenue anticipated from disposition of land and other income.

12.02 (4) SECTION 6: FINANCING APPROACH

Developed in tandem with the URDP, the City has created the Quincy Center District Improvement Financing (DIF) Development and Invested Revenue Plan to finance significant public improvement throughout the downtown. In the event DIF is not adopted, the City will employ traditional borrowing techniques and will seek other grants to finance the actions called for in this URDP.

Adopted by the Commonwealth in 2004, The District Improvement Financing (DIF) legislation (M.G.L. c. 40Q) gives municipalities a new financing tool to fund public improvements for the purposes of enticing or complimenting private investment.

In May/June of 2005, the City received local and state approval for the Quincy Center DIF District. Over the past two years, the City has hard at work with economists and financial consultants to develop the DIF Development and Invested Revenue Plan. Below is the estimated bonding capacity of the Quincy Center DIF that the City anticipates using to pay for URDP actions and other downtown activities.

Bonding Capacity Based on % of Built-Out

Annual Appreciation	25%	50%	75%	100%	125%	150%
0%	\$12,120,000	\$26,245,000	\$39,365,000	\$52,490,000	\$65,615,000	\$78,735,000
1%	\$12,875,000	\$27,495,000	\$42,230,000	\$56,175,000	\$71,460,000	\$85,895,000
2%	\$13,610,000	\$29,255,000	\$46,035,000	\$61,070,000	\$77,980,000	\$93,895,000
3%	\$14,640,000	\$32,215,000	\$49,860,000	\$67,395,000	\$84,930,000	\$102,460,000

12.02 (4) SECTION 7: PROJECT BUDGET

12.02 (4) Section 7.1: URDP Project Costs

PROJECTS AND COSTS Potential Expenses	URD AREA		
	Phase I	Phase II	Total
A. Acquisition			
Hancock Lot Assemblage	\$6,429,300		\$6,429,300
Ross Garage Assemblage		\$4,827,750	\$4,827,750
Total	\$6,429,300	\$4,827,750	\$11,257,050
B. Site Preparation			
Demo at Hancock Lot Acq.	\$1,296,300		\$1,296,300
Demo at Ross Garage Acq.		\$712,960	\$712,960
Demo of Ross Garage		\$4,973,120	\$4,973,120
Total	\$1,296,300	\$5,686,080	\$6,982,380
C. Relocation Budget			
Hancock Lot Acq.	\$830,000		\$830,000
Ross Garage Acq.		\$20,000	\$20,000
Total	\$830,000	\$20,000	\$850,000
D. Public Improvements			
Concourse			
Other Roadway Improvements			
Initial Projects	\$2,584,000		\$2,584,000
Incremental Improvements		\$304,000	\$304,000
Adams Green			
Related Roadways	\$1,570,000		\$1,570,000
Public Space	\$2,130,000		\$2,130,000
Other Public Spaces	\$2,800,000	\$1,550,000	\$4,350,000
Cultural Center			
Subtotal	\$9,084,000	\$1,854,000	\$10,938,000
Replacement Parking			
Hancock Lot	\$3,750,000		\$3,750,000
Ross Garage		\$4,500,000	\$4,500,000
Subtotal	\$3,750,000	\$4,500,000	\$8,250,000
Design & Contingency Factors			
Design (20%)	\$2,566,800	\$1,270,800	\$3,837,600
Contingency (20%)	\$2,566,800	\$1,270,800	\$3,837,600
Subtotal	\$5,133,600	\$2,541,600	\$7,675,200
Total	\$17,967,600	\$8,895,600	\$26,863,200
E. Planned Studies/Evaluations			
Market Studies	\$75,000		\$75,000
Appraisals	\$50,000		\$50,000
Relocation Plan	\$50,000		\$50,000
Other Studies	\$75,000		\$75,000
Total	\$250,000		\$250,000
F. Administration	\$650,000	\$650,000	\$1,300,000
G. Legal	\$250,000	\$150,000	\$400,000
TOTAL EXPENSES	\$27,673,200	\$20,229,430	\$47,902,630

12.02 (4) Section 7.2: URDP Funding Sources

Potential Revenues	URD AREA		Total
	Phase I	Phase II	
A. Grants			
Concourse Federal Grant			
Economic Stimulus Grant	\$2,500,000	\$2,500,000	\$5,000,000
CDAG (Adams Green)	\$1,000,000	\$0	\$1,000,000
TOD (Adams Green)	\$500,000	\$0	\$500,000
Subtotal	\$4,000,000	\$2,500,000	\$6,500,000
B. Revenue from Sales of Assets			
Hancock Lot (5 acres)	\$5,000,000		\$5,000,000
Ross Garage (5 acres)		\$5,000,000	\$5,000,000
Subtotal	\$5,000,000	\$5,000,000	\$10,000,000
C. District Improvement Financing	\$19,000,000	\$12,500,000	\$31,500,000
Total Revenues	\$28,000,000	\$20,000,000	\$48,000,000
NET SURPLUS/(LOSS)	\$326,800	(\$229,430)	\$97,370

NOTE: All figures in 2007 Dollars

Phase I - Years 1 to 4; Phase II Years 5 to 9 (and beyond)

Source: City of Quincy & RKG Associates, Inc.

12.02 (5): REQUISITE MUNICIPAL APPROVALS

Evidence of the required public hearing is included as a part of this URDP at Attachment 8. The finding of Quincy's Planning Board is attached as well as a copy of the City Council's approval of the URDP. An opinion of the City's special counsel that this URDP is in compliance with applicable laws is documented in Attachment F.

12.02 (6): SITE PREPARATION

As required by 760 CMR 12.02(6), this section describes site preparation actions necessary to prepare the site for redevelopment and/or public improvement, including such items as land protection and measures to address environmental, topographic, subsoil or flood problems for the Project Area. For the Downtown Quincy Urban Renewal Area, site preparation actions will include:

12.02 (6) SECTION 1: DEMOLITION OF BUILDINGS TO SUPPORT THE REDEVELOPMENT OF THE ROSS GARAGE SITE

As described in the Project Overview, the Ross Garage is a City-owned property within the Project Area. This Plan recognizes that the Garage is in substandard condition, with several circulation issues, and recommends the demolition of the Ross Garage and its replacement by a new garage to support new private development on the Ross Garage site. In addition to the Ross Garage, buildings located on the parcels to be acquired as part of the URDP will also be demolished. It includes the A. J. Wright Clothing Store located at 100 Parkingway. Buildings to be demolished are illustrated in Map 12.02 (1) (i).

12.02 (6) SECTION 2: DEMOLITION OF BUILDINGS TO SUPPORT THE REDEVELOPMENT OF THE HANCOCK PARKING GARAGE SITE

The Hancock Parking Lot is also City-owned property identified for redevelopment as part of the URDP. The Plan recommends the acquisition of three parcels located adjacent to this site in order to improve access and provide frontage to the Hancock Lot. Site preparation for these parcels includes the demolition of buildings located on them. The parcels, as shown in Map 12.02 (1) (i), include 1500 Hancock Street, 23 Cottage Avenue and 31 Chestnut Street.

For both the Ross Garage and Hancock Lot Sites, all acquired and City-owned buildings will be evaluated for hazardous materials prior to demolition. Subsequently, the buildings will be demolished, foundations will be removed and hazardous materials, if any, will be appropriately removed and disposed off. Additional steps for preparing the sites for redevelopment may be undertaken as required.

12.02 (7): PUBLIC IMPROVEMENTS

As required by 760 CMR 12.02(7), this URDP includes specification of any public improvements in the Project Area, a description of their general design and an explanation of how the improvements will help achieve the objectives of the Plan.

12.02 (7) SECTION 1: ROADWAY IMPROVEMENTS

➤ Access to Parking Facilities/Open Space.

Roadway improvements are essential to creating better access to key parking areas in order to bring more people downtown. Currently, the traffic congestion along Hancock Street and Granite Street makes it difficult to get to both the Hancock Lot and the Ross Parking Garage. As part of the Adams Green project, the intersection of Granite Street and Hancock Street will be realigned to allow a better flow of vehicular and traffic movement. Additionally, as an urban renewal activity, in conjunction with redevelopment plans for the Hancock Parking Lot and Ross Garage parcels, the City will evaluate roadway alterations to provide better access to parking facilities and/or open space constructed on these parcels.

➤ Completion of the Concourse (*Non Urban Renewal activity*).

The City plans to complete the Concourse as a project independent of this URDP. Phase I, involving the construction of the Paul Harold Bridge, is complete. Phase III is in final design currently and the City anticipates construction will commence in calendar year 2007. Phase II involves the acquisition of private right of way and will connect Phases I and III.

As illustrated in Figure 12.02 (1) (f2), the Concourse is necessary to provide efficient access into the Project Area and to key redevelopment sites in the Project Area. Concourse Phase II (the Hancock Street crossing section) will provide access between the Project Area and Burgin Parkway, creating an efficient connection to Route 3. This new Concourse will also divert some traffic away from the Hancock and Granite Street intersection, which is heavily traveled and has conflicts with heavy pedestrian use.

12.02 (7) SECTION 2: PARKING

The Rizzo Associates Parking Study (Attachment J) identified existing and anticipated issues related to the quantity and location of parking in downtown. It has also recommended numerous improvements to the parking infrastructure.

With the Rizzo Associates recommendations in mind, the City intends to work with the developer(s) selected for the redevelopment of the Hancock Parking Lot and the Ross Garage areas to create adequate, safe and attractive parking structures to both replace those lost to the development and accommodate new retail/office/housing uses. It is anticipated that the Ross Garage redevelopment area will have 800 new parking spaces to support new retail and replace existing spots.

Mixed-use development and 750 new parking spaces located in a new garage on the site will also replace the existing Hancock Lot. 500 spaces in this new garage will be allocated to the proposed 400 housing units within the project. This ratio of 1.25 spaces per unit is lower than conventional parking requirements for such development. It is anticipated that proximity to the Quincy Center MBTA Station will encourage transit usage and reduce parking requirements on the Hancock Lot Site. In addition to providing reduced parking requirements for new developments, the URDP also proposes multiple parking strategies for providing parking alternatives and increasing overall parking efficiency:

- On-street parking on all major roads to encourage retail usage.
- Metered parking for short-term usage ensuring parking revenues for the City.
- Replacement of parking lots with garages to allow higher density development at these sites.
- Shared parking between residential and commercial uses at the Hancock Lot and Ross Garage.
- Access to new parking garages from multiple major roadways to allow an efficient flow of traffic.
- Retail at the ground level of the new parking garage facing the Concourse (at the Ross Garage site) to take advantage of roadway frontage and make the parking garage aesthetically pleasing.

12.02 (7) SECTION 3: PEDESTRIAN/BICYCLE CIRCULATION IMPROVEMENTS

The City proposes a series of sidewalk and street improvements aimed at beautifying the Project Area. It is believed that each of these improvements will facilitate and make the district a prime destination area for residents, shoppers, tourists and businesses.

Streetscape

Throughout the downtown, the goal is to provide pedestrian amenities to foster walking. Streetscape improvements will be made along Chestnut Street from the Concourse to Foster Street and to the intersection of Granite and Hancock Streets. Parking Way and Coddington Street are also designated for sidewalk improvements. These streets, or sections of streets, have the potential to be important linkages between key destination points in Downtown Quincy.

Roadway Improvements		<i>Quantity LF</i>	<i>Unit Cost</i>	<i>Remarks</i>	<i>Estimated Costs</i>
Hancock Street	From Granite Street to School Street	1,650	\$600	System A	\$990,000
Granite Street	From Burgin Parkway to Hancock Street	330	\$600	System A	\$198,000
Chestnut/Dennis Ryan Pkwy	From Hancock Street to Revere Road	970	\$380	System B	\$368,600
Cottage Avenue	From Chestnut Street to Hancock Street	480	\$380	System B	\$182,400
Cliveden Street	From Hancock Street to Rossway	250	\$380	System B	\$95,000
Rossway	From Granite Street to Concourse	1,250	\$600	System A	\$750,000

Hancock Court	From Hancock Street to School Street	800	\$380	System B	\$304,000
Design & Contingency		2	20%		\$1,155,200
Subtotal		5,730			\$4,043,200

Street System A: Includes pavement 45-52' wide, granite curb and HC curbcuts, 25' decorative street lighting, Furnishings (benches, bike racks, trash containers, bus shelters, banners, signage), 10-15' wide concrete sidewalks w/some decorative edging, painted crosswalks, 3-4" trees at 20' oc, includes demo and reconstruction of roadway, or cold plane and resurface at similar cost.

Street System B: Includes pavement 38-40' wide, granite curb and HC curbcuts, 25' decorative street lighting, Furnishings (benches, bike racks, trash containers, bus shelters, banners, signage), 8-10' wide concrete sidewalks, painted crosswalks, 3-4" trees at 20' oc, includes demo and reconstruction of roadway, or cold plane and resurface at similar cost.

Additional improvements are likely to be identified for landscape improvements when development plans for the Hancock and Ross Garage lots are created. For example, new retail and residential development on the Hancock Lot may involve new pedestrian amenities along Hancock Street and Cottage Avenue to create safe, attractive means of pedestrian access to new parking facilities and retail establishments. Cliveden Street may also receive pedestrian amenities in connection with improvements to the Ross Garage.

As part of the City's new zoning provisions for the downtown, Design Guidelines were developed (Attachment L). Under these Guidelines, the width of new sidewalks will reflect a well thought-out hierarchy. For example, the Concourse, a new primary road, will have a 10'-16' wide sidewalk and a planted median. These wider sidewalks are intended to improve pedestrian flow and provide room for the placement of benches, planters and other attractive landscape features. The City will incorporate the Quincy Center District Design Guidelines into its planning of these improvements.

12.02 (7) SECTION 4: PUBLIC SPACE

Creation of Adams Green

Three nationally significant historic landmarks are located within a few hundred feet of each other in Quincy Center. The land that unites these three landmarks, Hancock Street, is a six-lane road currently subject to heavy, rapidly moving traffic. That traffic significantly detracts from the historic impact of these landmarks and makes pedestrian access to them exceedingly difficult. In fact, the United First Parish Church, final resting place of two U.S. Presidents and their wives, is virtually surrounded by heavy traffic congestion and noise. The Adams Green Project involves the removal of Hancock Street as a major roadway between these locations and rerouting through traffic along Washington Street. A landscaped park, with limited access for local traffic, will be created. Rerouted traffic on Washington Street will intersect the new Concourse providing an alternate route for traffic that will be impacted by the closing of Hancock Street.

Adams Green will also strengthen the existing pedestrian connections between the Quincy Center MBTA Red Line Station and the Project Area reinforcing pedestrian travel as mode of transportation throughout the downtown. Appropriate landscape elements such as pathways, plantings and signage will further enhance the public's appreciation for these wonderful historic locations.

In addition to the Adams Green Project, the City is also committed to creating a social and public gathering place in the heart of downtown, close to the core retail area along Hancock Street. A large public space is envisioned, where feasible, along Hancock Street to incorporate amenities such as

public art, a water fountain, seating and pedestrian lighting. This public space could host events, such as live music and seasonal festivals. Further development of this amenity depends upon the overall vision for downtown development that emerges from the redevelopment plans for the Hancock Lot and Ross Garage.

Adams Green - Public Space		Quantity	Unit	Unit Cost	Estimated Costs
Landscape Improvements	From Munroe Building to Stop & Shop Building	1	EA	\$1,500,000	\$1,500,000
Civil/Infrastructure Improvements	From Munroe Building to Stop & Shop Building	1,050	LF	\$600	\$630,000
Adams Green - Related Roadways					
Roadway Improvements	Hancock-Temple-Washington Streets	1,350	LF	\$600	\$810,000
Signal Realignment/Replacement	Hancock-Temple-Washington Streets	4	EA	\$190,000	\$760,000
Design & Contingency		2	20%		\$1,480,000
Subtotal					\$5,180,000

To attract people to different parts of Quincy Center, the City wants to create additional smaller squares that serve as significant public spaces. Smaller squares or parks have the ability to add to the identity of prominent intersections.

Public Space Systems		Quantity SF	Unit Cost	Estimated Costs
Hancock Street	At Cottage Avenue	15,000	\$100	\$1,500,000
Hancock Street	At Granite Street	12,000	\$100	<i>Property Owner Expense</i>
Chestnut Street	At Cottage Avenue	6,500	\$100	\$650,000
Concourse	At Mechanic Street	6,500	\$100	\$650,000
Concourse	At Dennis Ryan Pkwy	6,500	\$100	\$650,000
Hancock Court	At Parkingway	9,000	\$100	\$900,000
Design & Contingency		2	20%	\$1,740,000
Subtotal		55,500		\$6,090,000

Public Space System: 50% paving, furnishings (benches, trash containers, special lighting and electrical systems, bike racks), 3-4" c trees at 15'oc, planters for annuals and other plant materials, public art installations, related infrastructure, and demolition.

Again, further development of these amenities depends upon the overall vision for downtown development that emerges from the redevelopment plans for the Hancock Lot and Ross Garage.

12.02 (8): RELOCATION

All businesses and residents displaced by public action are entitled to receive relocation assistance and payment under Chapter 79A of the Massachusetts General Laws. In accordance with CMR 27.02 and 27.03, the City of Quincy intends to provide fair and equitable treatment to all parties displaced due to the public actions documented in the URDP.

The redevelopment of the Ross Garage and Hancock Parking Lot sites involve the acquisition of four parcels identified in Map 12.02 (1) (i). The City has prepared a draft Urban renewal Relocation Plan (Attachment N). This plan, along with other pertinent materials, will be provided to all occupants impacted by the project.

No detailed property inspections have been conducted so far to estimate the exact cost of relocation. The relocation cost estimated in Section 12.02 (4) are based on similar projects requiring land taking. The total relocation cost estimate is \$850,000 for businesses located on the four parcels. The City will retain the services of a relocation firm experienced in relocation matters to directly assist the City, including assistance in finding alternative sites, data regarding relevant zoning issues, review of moving cost estimates etc.

The City acknowledges that each occupant in legal occupancy at the time of the acquisition will be allowed to remain on the said property for not less than four (4) months from the date of its receipt of notice that a property acquisition has occurred (M.G.L. c79, S.8B). The City requests DHCD's approval that if any tenant wishes to relocate prior to the approval of the Relocation Plan or property acquisition, it can receive any and all relocation assistance and payments.

12.02 (9): REDEVELOPER'S OBLIGATION

After approval of this URDP, the City's PCD will pursue the disposition of the Hancock Lot and parcel(s) to be defined in the Ross Garage area. The City will outline the desired uses for the parcels, consistent with this URDP Report. Each potential redeveloper shall be required to provide, at a minimum, the following information to the PCD:

- a full description of the proposed development,
- a detailed description of the nature and location of any public improvements being sought,
- financial strength of the developer with financial sources,
- proposed job creation,
- timetable for design, permitting and construction,
- past experience and references,
- partners or development team

When submissions are made by interested developer(s), PCD will check each proposal for completeness and adherence to submission requirements. Then PCD will evaluate each proposal and take into consideration such factors as: job creation; the proposed acquisition cost for City parcels; commitment to add new retail activity; and representation that the developer shares the City's vision for the revitalization of Quincy Center. Following this evaluation by the PCD, a designation will be made for a preferred developer. The selected development entity and the PCD will be required to enter into a Land Disposition Agreement to be approved by the Department of Housing and Community Development as required by 760 CMR 12.00.

Designated developers will be required to comply with the goals and objectives of this Plan, current-zoning regulations and with the Design Guidelines (Attachment L).

12.02 (10): DISPOSITION

Under Chapter 121B and M.G.L. 30B, the sale or lease of real property by public agencies engaged in the development and disposition of commercial and industrial real estate in accordance with an approved plan is exempt from public disposition procedures. The Planning and Community Development Department (PCD), vested with the powers of an urban renewal agency, may exercise this authority and negotiate directly with regional or national development entities or new business that wishes to relocate onto the Hancock Parking Lot and/or land made available after the redesign of the Ross Garage, provided it is in the best interest of the City to do so and further provided they meet the requirements of this Plan.

The parcels illustrated in Figure 12.02 (1) (k) depict areas defined for new development. The City will work with the developer(s) on establishing a site plan that is consistent with the URDP vision as well as meets the needs of the developer(s). The City believes that this flexible approach has the best chance of creating a coherent, attractive and ultimately successful revitalization of Quincy Center. Therefore, any proposed redeveloper(s) of the sites will be able to propose alternative building and/or parcel arrangements for the Project Area provided such an arrangement meets the requirements of this Plan, the goals and objectives of the City/PCD and applicable law. Any such development proposal will be reviewed by the PCD and the appropriate City representatives in accordance with the goals and objectives of the Plan and the terms of the Land Disposition Agreement(s) to be negotiated with the proposed redeveloper.

12.02 (11): CITIZEN PARTICIPATION

This URDP incorporates input received during an extensive public outreach process that occurred during the preparation of Goody Clancy's Vision Plan. In addition, a citizen participation process for the Project was initiated on September 27, 2005, when the City announced that it was going to initiate comprehensive downtown planning process. All property owners and their tenants are invited on a regular basis to a public forum to discuss the Project and its objectives. In that process, input is solicited from all in attendance. The process also entails meetings with any owners or occupants who desire to meet privately with the PCD. During the development of the plan for the Project, numerous conversations with affected property owners were initiated and changes to the Project were made where appropriate.

Furthermore, this URDP resulted from an extensive public participation process in compliance with 760 CMR 12.02 (11). The key component was the active participation of a Citizens Advisory Committee (CAC). This CAC is comprised of individuals representing local residents, local business and property owners, and local community organizations. The CAC began meeting the summer of 2006 and has met on a regular basis over the course of preparing this URDP. At the meetings, presentations were made on site conditions, redevelopment options, the elements of this urban revitalization plan, infrastructure improvements, implementation strategies and funding initiatives, with discussions encouraged on all outstanding issues. This Plan was crafted and modified based on these discussions and the guidance of the CAC. Meeting minutes were written and distributed to all committee members and are included along with handouts as an attachment.

It is the intention of the PCD to continue to meet with the CAC periodically as the Project undergoes its various stages of implementation. In addition, if amendments to this URDP are proposed, they will be presented by PCD to the CAC for review and comment.

Following is a brief report from the Citizen's Advisory Committee outlining their involvement and opinion regarding this plan.

Citizen's Advisory Committee Report

See Attachment G for information on the Citizens Advisory Committee.

ATTACHMENTS

URDP Required Documents

- A. Project Area Land Owner Information

Attached

- B. Evidence of Public Hearing

Attached

- C. Findings of Quincy Planning Board

Attached

- D. City Council Approval

Attached

- E. Mayor's Adoption of Quincy Planning Board Findings and City Council Approval

Attached

- F. Special Counsel Opinion

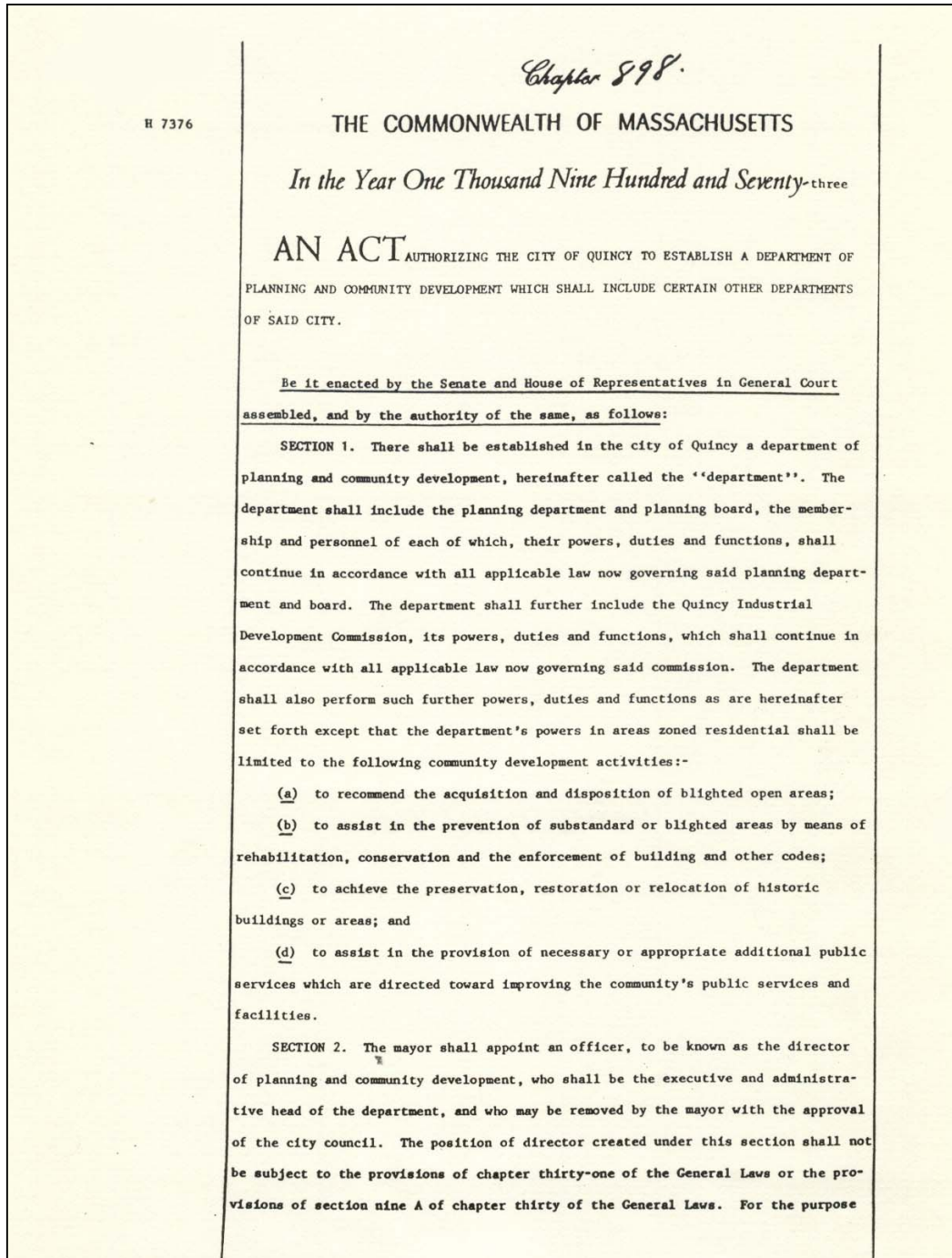
Attached

- G. Citizen Participation – Urban Revitalization District

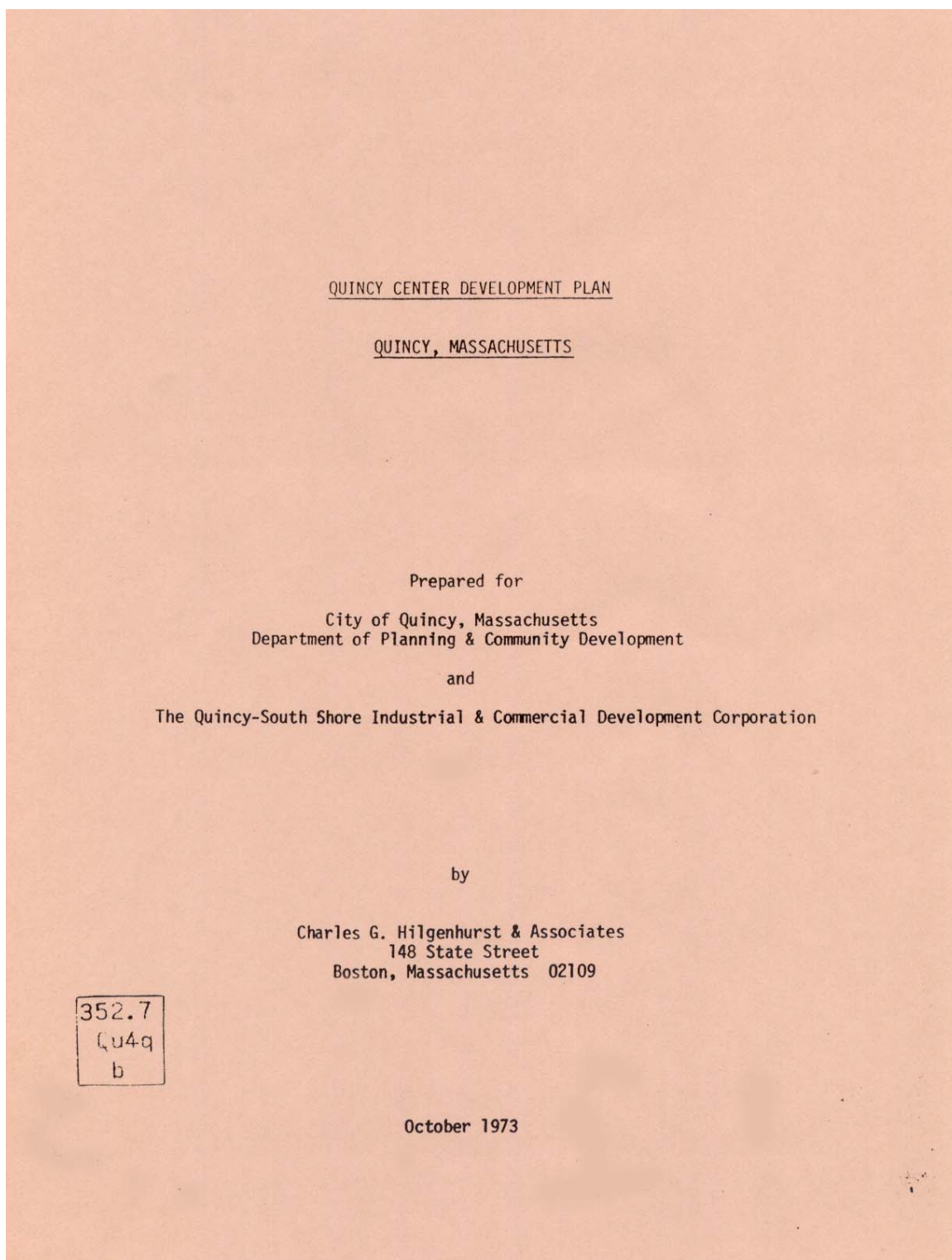
Attached

The following consultant reports were included in the original Quincy Center URD submission to the City Council on December 4th, 2006 and are not part of this communication. Copies are on file in the planning Department.

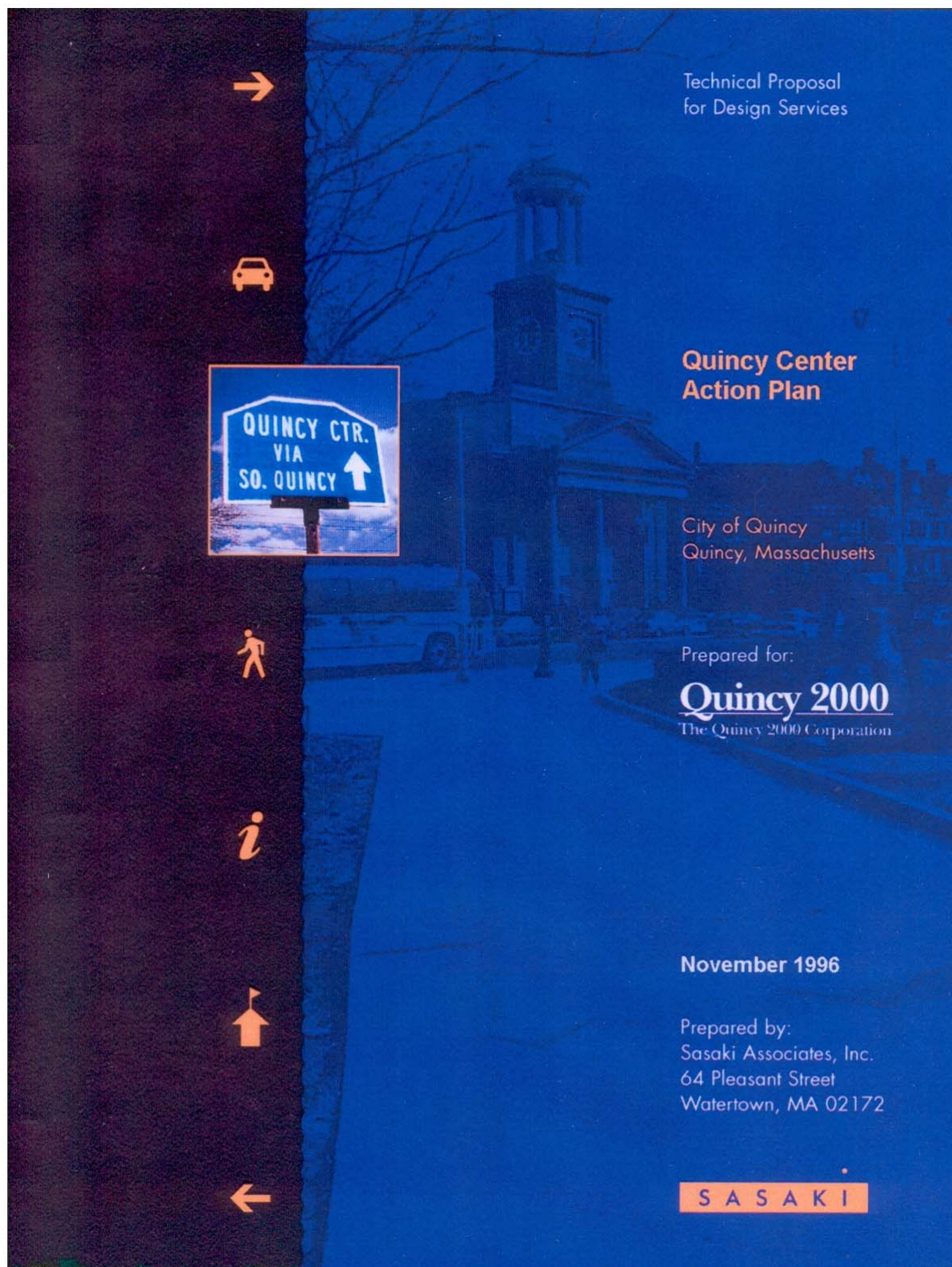
H. Chapter 898 of the Acts of 1973



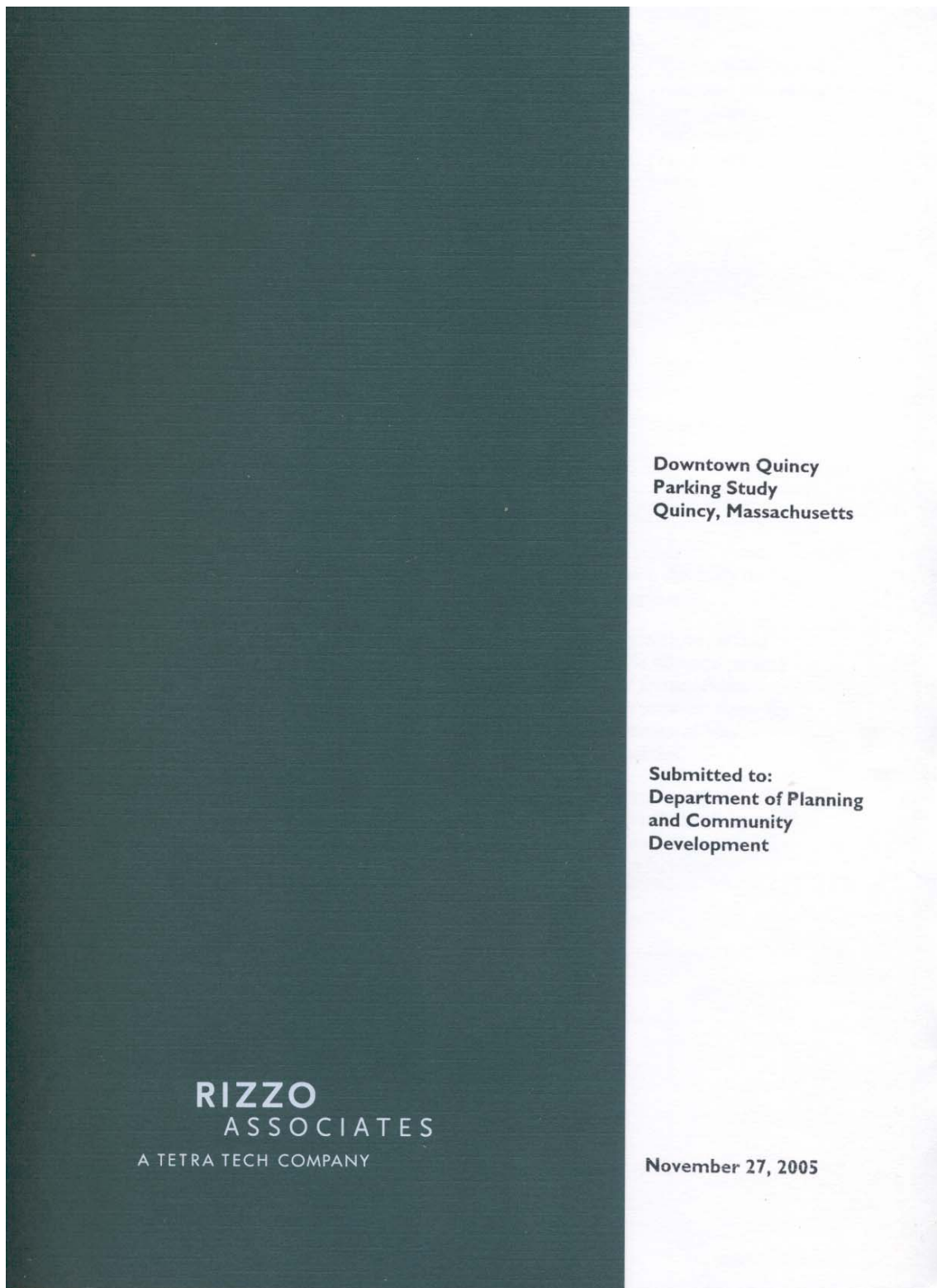
I. Charles G. Hilgenhurst & Assoc. – Quincy Center Development Plan, 1973



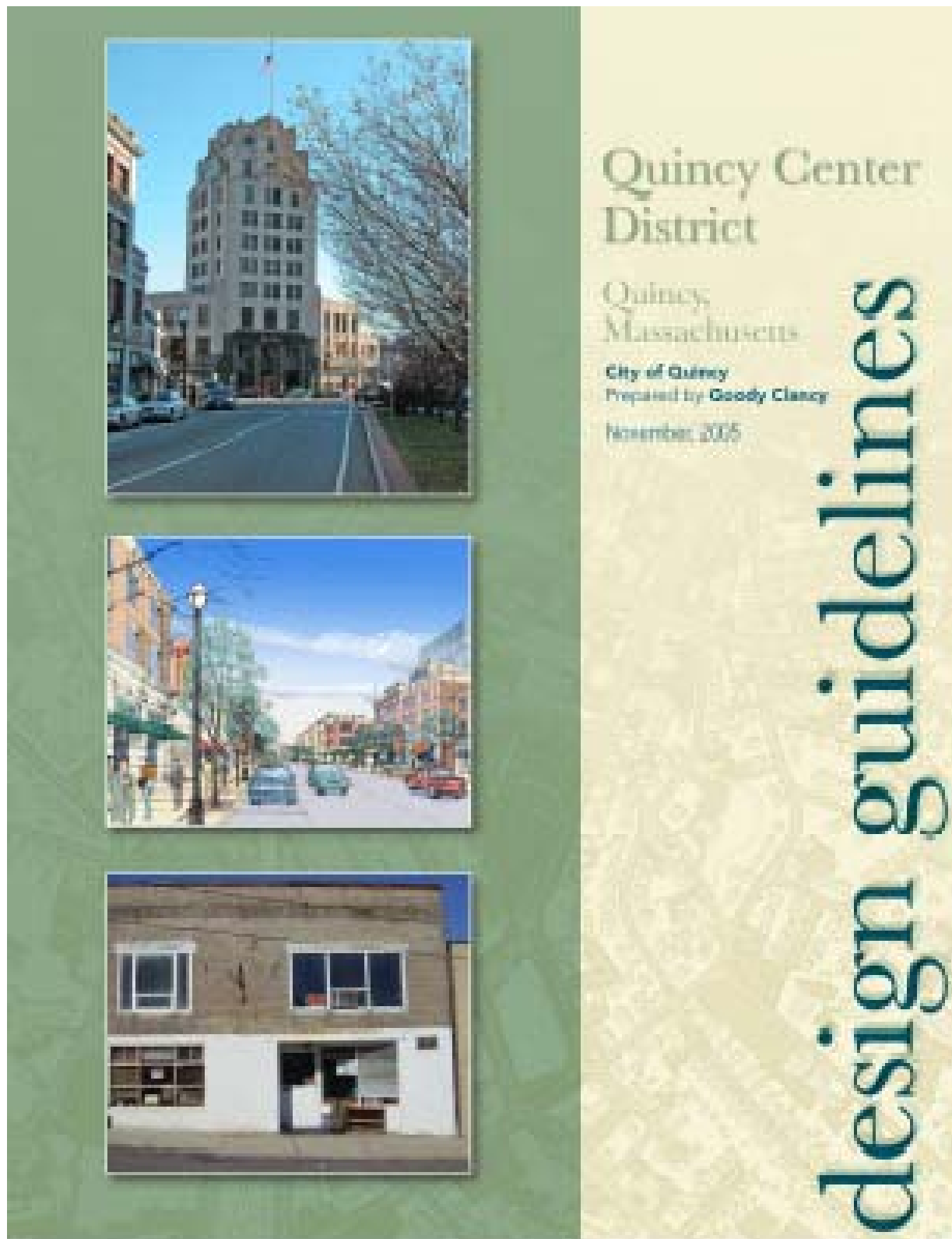
J. Sasaki Downtown Action Plan, 1996



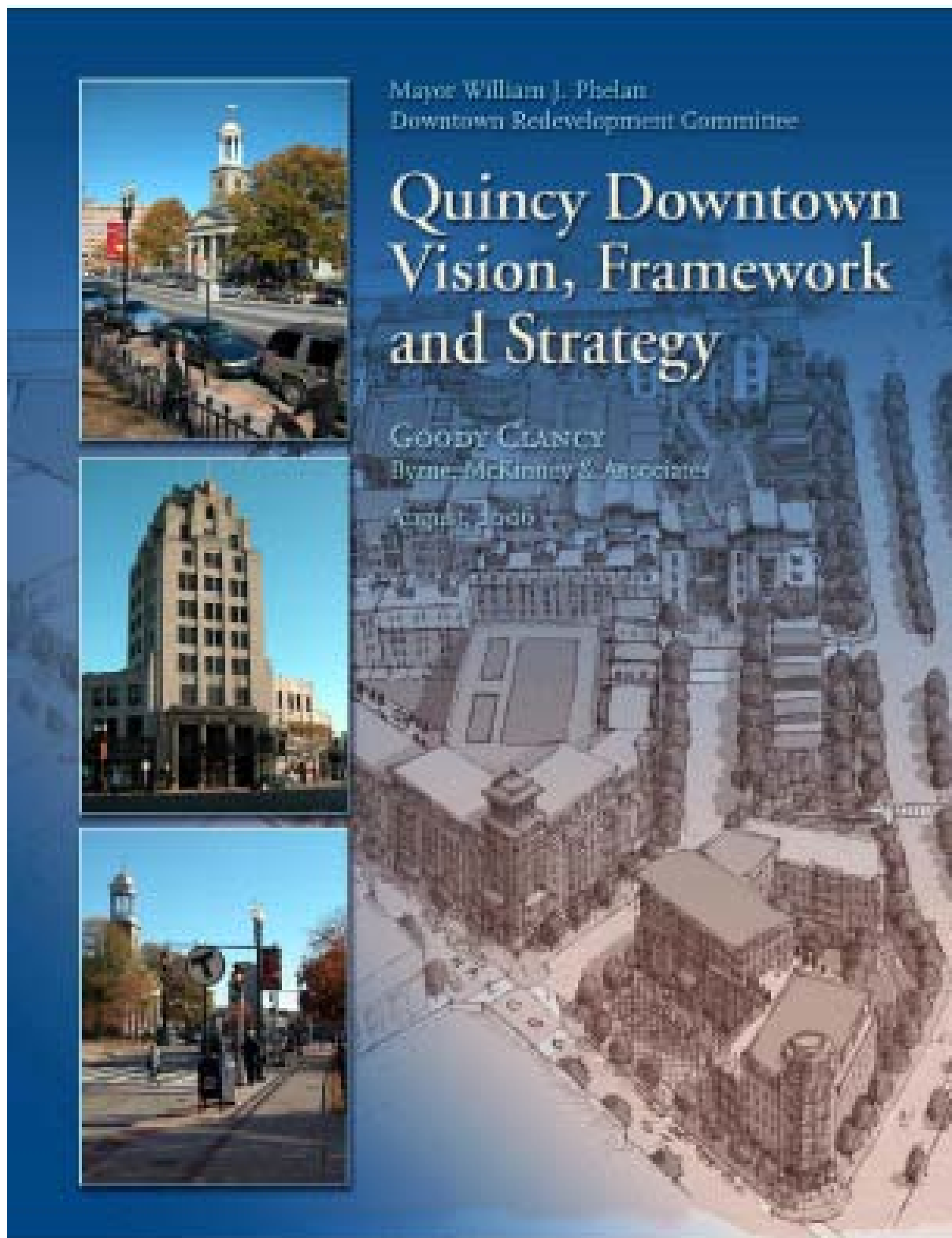
K. Rizzo Assoc. - Downtown Quincy Parking Study, 2005



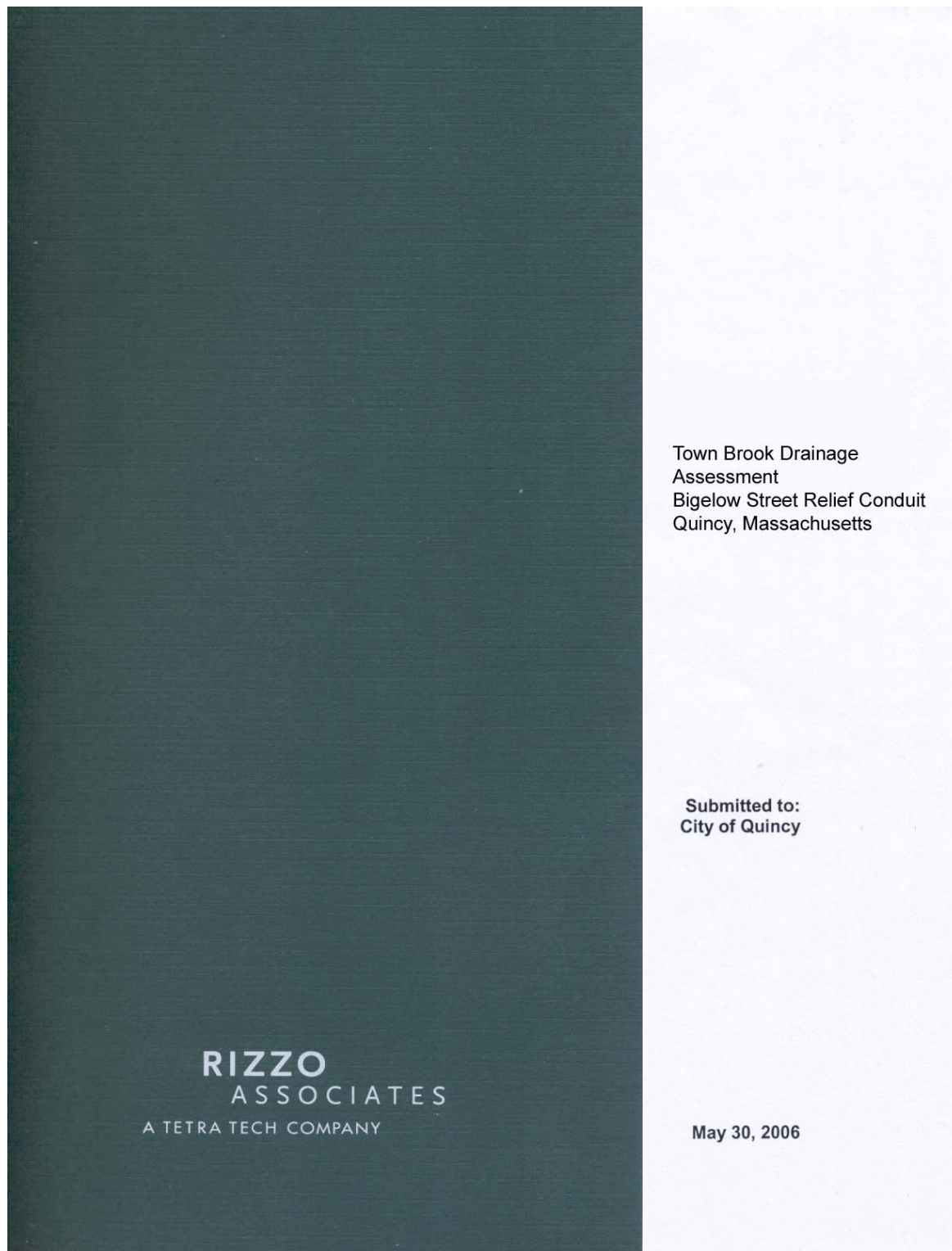
L. Quincy Center District Design Guidelines, 2005



M. Quincy Downtown Vision, Framework and Strategy, 2006



N. Rizzo Assoc. - Town Brook Drainage Assessment, 2006



O. Quincy Center URDP – Urban renewal Relocation Plan, 2007

See attached complete document